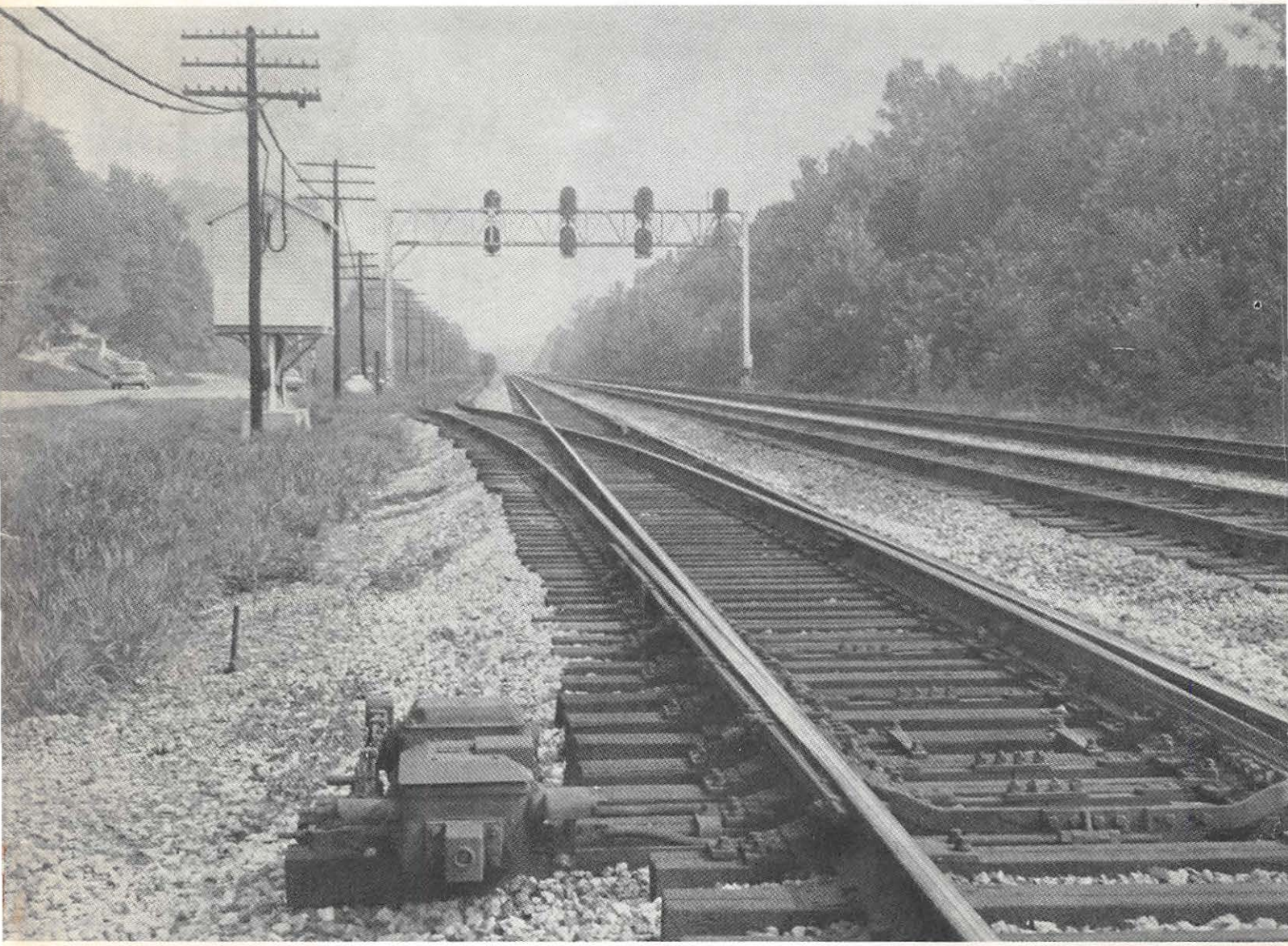
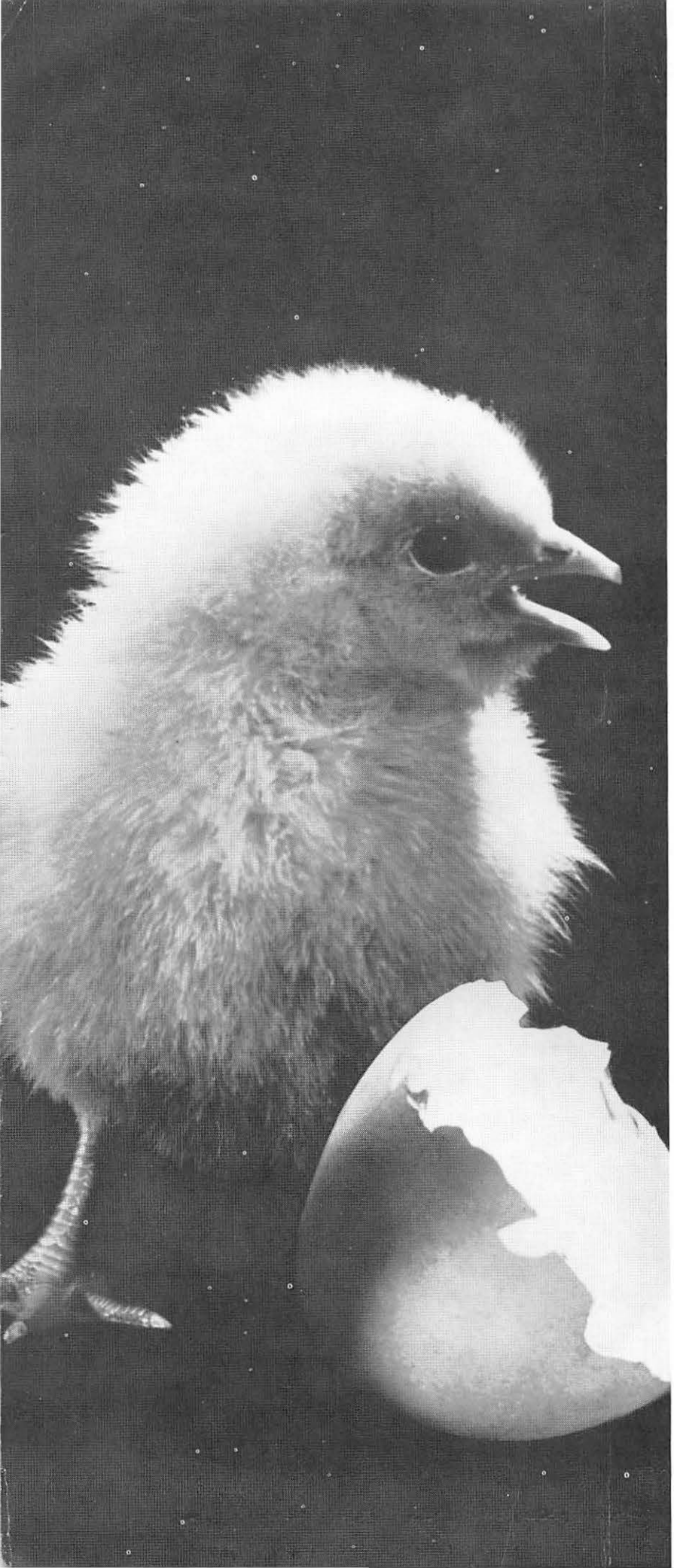
OCTOBER 1969

THE Signalman's JOURNAL



President Chamberlain's Message

Signalmen Serve Wage Notice



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Brotherhood Serves Notice For Increase

IN COMPLIANCE WITH ACtion taken by the 1967 Convention, and in continuation of the program started with our March 1, 1968 Wage Movement, your Grand Executive Council, with assistance from Attorney D. W. Bennett and Economist E. Hollander, has worked out details for a Section 6 Notice to be served on all Carriers in the United States.

This Notice provides for substantial across-the-board wage increases, further skill differentials, and will also correct other inequities which exist within our craft throughout the country.

Article I, Section 76, of the Constitution requires that before any notice can be served for a national movement in the United States, it must first be submitted to and approved by a majority of the General Chairmen involved. We have complied with this requirement and wish to report that the notice was sent to 71 General Chairmen; 70 approved the contents of the notice; 1 General Chairman did not vote.

In view of the foregoing, we have instructed the General Chairmen to serve the approved notice on October 1, 1969. In order that the membership will be fully informed of the contents, we are reproducing the notice in its entirety.

As we have previously stated, the gains which were realized from the April 21, 1969 Agreement constitute the first meaningful step in our program to enhance the position of all Signalmen we represent. On behalf of your Grand Executive Council, we earnestly solicit your wholehearted support in conducting this wage movement. We will keep you advised of further developments.

The notice served on all Carriers in the United States reads as follows:

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October 1, 1969

Brotherhood of Railroad Signalmen October 1, 1969, Wage Notice

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Increase all straight time rates of pay for employes covered by the agreement, applied so as to give effect to this increase in pay irrespective of the method of payment, by an amount equal to:

12% effective Jan. 1, 1970,
10% effective Jan. 1, 1971, and
8% effective Jan. 1, 1972.

B. Additional Adjustment of Straight Time Wage Rates Paid To Skilled Employes

Increase all straight time rates of pay provided for in Part A of this notice for Signalmen, Signal Maintainers, and all others occupying generally recognized mechanics' or higher rated positions covered by the agreement, applied so as to give effect to these additional increases in pay irrespective of the method of payment, by an amount equal to:

4% effective Jan. 1, 1970,
4% effective July 1, 1970,
4% effective Jan. 1, 1971,
4% effective July 1, 1971,
4% effective Jan. 1, 1972, and
4% effective July 1, 1972.

C. Additional Adjustment of Straight Time Wage Rates Paid To Semi-Skilled Employes

Increase all straight time rates of pay provided for in Part A of this notice for assistant signalmen, assistant maintainers, student signalmen, and all others occupying generally recognized assistant mechanic positions, applied so as to give effect to these additional increases in pay irrespective of the method of payment, by an amount equal to:

1½% effective Jan. 1, 1970,
1½% effective July 1, 1970,
1½% effective Jan. 1, 1971,
1½% effective July 1, 1971,
1½% effective Jan. 1, 1972, and
1½% effective July 1, 1972.

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Wage rates established in accordance with Parts A, B, and C above shall be subject to a cost of living adjustment effective April 1, 1970, and each quarter year thereafter. Such cost of living adjustment shall be in the amount of one (1) cent per hour for each three-tenths (.3) of a point change in the Bureau of Labor Statistics Consumer Price Index above the base index figure for December 1969, except that it shall not operate to reduce wage rates below those established under Parts A, B and C above.

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Effective January 1, 1970, the straight time rates of pay for employes covered by the agreement shall be adjusted to eliminate sub-standard wage rates and establish uniform minimum rates which will compare with those being paid by the Eastern Railroads.

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Where an agreement, rule, regulation, interpretation, or practice, however established, exists requiring an employe to notify management where he can be reached after regularly scheduled working hours and hold himself available for work subject-to-call, it shall be amended, effective January 1, 1970, to provide that such employe will be paid four (4) hours at the pro rata rate for each regular work day and four (4) hours at the time and one-half rate for each rest day or holiday that he is assigned to a position which requires him to be subject to call. These allowances are to be paid to all employes covered by the agreement irrespective of whether they are hourly, daily, weekly, or monthly rated in addition to any compensation they would receive under other rules of the agreement for working, traveling, waiting, etc.

G. Increase In Overtime Rates and Allowances

1. Effective January 1, 1970, time paid for in excess of eight hours in a calendar day or in any other twenty-four hour period, or in excess of forty hours or on more

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

2247 Lawrence Ave., Chicago, Ill. 60625

OCTOBER 1969

Vol. 50, No. 8

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Journal Cover Photo

A view of the Main Line Tracks, North of Ashland, Ky. on The Chesapeake & Ohio Railway, (Chesapeake District).

1

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.
The Signalman's Journal is published monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.

A Message From President C.J. Chamberlain

ON OCTOBER 1, 1969, THE Brotherhood of Railroad Signalmen served a formal Section 6 Notice under the Railway Labor Act, on the majority of the railroads in the United States, requesting substantial wage increases for all of our members, plus additional skill differentials for our skilled and semiskilled classifications. The notice also requested certain rule changes which would provide the following changes in present methods of compensation: cost of living adjustment; uniformity in rates of pay; compensation for employes who are subject-to-call; increase in overtime rates and allowances; shift differential pay; longevity pay; and interest on retroactive pay increases.

The full content of the notice is reported elsewhere in this issue of the Journal, and we urge that each member read it carefully so that he will be familiar with the issues involved in this most important move.

Our Brotherhood is determined to carry on the program initiated with our March 1, 1968 wage movement, and the serving of this wage notice initiates the second step taken by the Brotherhood of Railroad Signalmen to correct the gross inequities that still exist in the wage rates of skilled signal employes in the railroad industry.

We gained considerable experience during our last wage movement, and as everyone knows, the ultimate settlement was reached only after a strike date was set and the carriers became aware of the fact that we would not "cave in" and accept the so-called "pattern settlement." We would like to believe that the carriers in this new wage movement are ready and willing to sit down and participate in meaningful negotiations with the Brotherhood of Railroad Signalmen, however, statements made and action taken in recent months by top carrier representatives indicates that their policy has not changed. The desire of the carriers to turn the clock back fifty years is still with us as evidenced by their perennial counter-proposals served on railroad labor organizations which

would have the effect of totally destroying collective bargaining agreements. Just recently the carriers served notice on all organizations which would reduce benefits currently being afforded railroad employes under Travelers policy GA-23000.

Is it any wonder that the morale of railroad employes continues to deteriorate? How can the industry expect to attract and retain good employes when it is readily apparent to everyone that for the most part railroad management is not an aggressive, progressive group. The poor physical condition of some properties gives the impression that some railroads are doing everything possible to expedite their demise.

We happen to be a part of the group that believes in the present and future potential of the railroad industry. We are not afraid to speak out and tell people that we are associated with the industry, nor are we afraid to let it be known that we represent a group of railroad employes whose skills and talents rank second to no other craft of skilled employes in or out of the industry.

The wage notice served on the nation's railroads on October 1, 1969, will be progressed with the same determination and vigor as our March 1, 1968 movement. Our membership, through correspondence and personal contact, has conveyed to me and other Grand Lodge Officers that we have their *solid* support in our efforts to gain our objective of a satisfactory agreement that will recognize the skills and responsibilities of railroad signal employes.

We sincerely hope that the railroads will enter into negotiations with that thought in mind, as to think otherwise can only lead to an unfortunate situation which we want to avoid if it is at all possible.

No doubt our notice will bring forth the usual cry of "it's unrealistic—it's inflationary—it will wreck the industry." If there is one industry in the United States and Canada where it can be said without fear of contradiction that wage settlements have *not* been inflationary, it is the railroad industry. In past years some railroad wage settlements pointed to by the carriers as "pattern settlements" have been consistently below those granted in other industries.

Our organization will not be governed by so-called "pattern settlements." Our skilled rates in the industry are $2.50 to $3.00 an hour below rates paid comparable skills in outside industry and we will never be satisfied until we attain our objective of wage rates commensurate with our skilled occupation.

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than five days in a work week, or on rest days, holidays, or vacation days shall be considered overtime and shall be paid for at twice the straight time rate, except that, where agreements now in effect require payment at twice the straight time rate, the rate shall be increased to three times the straight time rate.

2. Effective January 1, 1970, establish a rule that provides that employes notified or called to perform a service outside of regular working hours will be paid a minimum allowance of six (6) hours at the double time rate for each such service. Time worked in excess of six (6) hours will be paid for on the actual minute basis at the double time rate.

H. Shift Differential Pay

Any employe who is assigned to work a shift the starting time of which is established between the hours of 2:00 P.M. and 6:00 A.M. will in addition to all other compensation payable under the agreement be paid an additional 20¢ per hour differential for the hours of such shift.

I. Longevity Pay

All employes covered by the agreement shall receive longevity pay of 2¢ per hour per year longevity to a maximum of 50¢ per hour for employes with twenty-five (25) years' longevity. Longevity pay shall be allowed in addition to the applicable rates of an assignment and will be paid for all work performed, including overtime. With respect to employes who on January 1, 1970, will have had a continuous employment relationship with the carrier for one year or more, longevity pay shall become effective on that date based upon the number of years of such continuous employment relationship then completed. Thereafter, with respect to all employes, rates of pay shall be adjusted on the anniversary date of the beginning of such employe's last continuous employment relationship to include the longevity pay herein provided for.

J. Interest On Retroactive Pay Increases

The first wage increases provided for in this notice shall be effective January 1, 1970, and should an agreement therefore not be reached by that date, interest on the retroactive pay increases shall be paid at the rate of three percent (3%) per month until actually paid.

ICC Expense Policy Changed

THE CHAIRMAN OF THE Interstate Commerce Commission, reacting to press criticism has ordered its members to stop accepting free hotel rooms and transportation from groups the ICC regulates.

ICC Chairman Virginia Mae Brown issued a memorandum to all ICC officials noting that press articles have charged the ICC and "other regulatory agencies with a breach of propriety" in relations with trade groups by accepting their offers of payment for travel expenses.

Mrs. Brown wrote that "effective immediately" all commission members traveling on official business shall pay their travel and "other necessary subsistence" and then apply for reimbursement from the ICC's budgetary funds allowed for such purposes.

Examination of travel vouchers for the commissioners disclosed they have been traveling for years at the expense of the trucking and railroad associations as well as the lawyers who practice before the board.

The memorandum was the result of recent press reports revealing previously secret data on ICC travel unearthed by a group of students who made an extensive investigation of the ICC this summer under the direction of consumer advocate Ralph Nader.

Critics have contended that the practice leads to a familiarity between transportation interests and the commissioners which hamper the agency's regulatory processes.

Commissioners deny that the practice influences their thinking.

In her memo, Mrs. Brown said the new commission policy was put into effect, "in view of these charges which themselves adversely affect the confidence of the public in the integrity and impartiality of this commission, and in an effort to preclude similar accusations in the future."

Railroad Workers' Schooling

THE BASIC EDUCATION OF about 2,000 employes of seven railroads in the Chicago area will be upgraded through a pilot project supported by railroad labor and management and the Federal government.

The purpose of the project, launched through contracts signed in Washington, is to give undereducated workers, especially those from minority groups, a better opportunity to advance to higher-paying jobs.

The project involves the Dept. of Health, Education & Welfare, Railway Labor Executives' Association, Association of American Railroads and managements of the seven carriers.

They are the Penn Central, Santa Fe, Chicago, Burlington & Quincy; Illinois Central, Baltimore & Ohio-Chesapeake & Ohio, Indiana Harbor Belt and Chicago Belt.

Under an HEW grant for $1 million, the 14-month education program will be conducted by the Board of Fundamental Education of Indianapolis, a non-profit organization chartered by Congress to assist educationally disadvantaged persons.

Classes will be held in facilities provided by the participating railroads. Selection of trainees will be made jointly by the representatives of railroad management and labor.

Speakers at the contract signing ceremony praised the project and its potential. If it is successful, they noted, similar projects will be initiated on other railroads throughout the country.

George E. Leighty, RLEA chairman, commended the seven railroads and HEW for their role in "this humane undertaking" and voiced labor's satisfaction in participating.

Vice President M. B. Frye has been assigned to represent the Brotherhood of Railroad Signalmen in the program and is serving on the Policy Committee.

Classes should begin on or about November 17.

Facts About Disability Benefits

THE RAILROAD RETIREment Act provides full monthly benefits for career railroad employes who become permanently disabled. There have been many requests from railroaders for up-to-date information on the requirements for disability benefits. The following questions and answers have been developed to answer the questions most frequently raised regarding requirements for disability benefits and the conditions under which they are payable.

What types of disability annuities are available for railroaders?

There are two different types of disability annuities which may be payable:

(a) An annuity based on *disability for all employment* (total disability) is payable to an employe at any age if he has at least 10 years of service. A current connection with the railroad industry is *not* a requirement for an annuity on this basis.

(b) An annuity based on *disability for the regular occupation* (occupational disability) is payable to an employe at age 60 after 10 years of service or at any age after 20 years of service. The employe must also have a current connection with the railroad industry.

What is the difference between total and occupational disability?

An employe is considered to be totally disabled if he is unable to perform regularly the duties of *any regular gainful employment.* It must be established by medical evidence that the employe has a permanent or long-range physical or mental impairment which makes him unable to perform any regular work.

An employe is considered to be occupationally disabled if his physical or mental condition is such that he is unable to work in *his regular occupation.*

What is meant by a "current connection with the railroad industry"?

An employe has a current connection with the railroad industry if he worked for a railroad in at least 12 out of the last 30 months before his annuity begins. Any earlier 30-month period may be used if the employe had no regular nonrailroad employment after that period. Self-employment does not affect a current connection.

I was laid off my railroad job 3 years ago, after 20 years of continuous service. Since then I have worked occasionally for a day or two outside the railroad industry, but could never work full time because of disability. Do I have the necessary current connection for an occupational disability annuity?

Probably not. You would have retained a current connection only if your work in the past 18 months was not considered to be "regular employment". If during that 18-month period, you worked in *any* 3 consecutive calendar quarters and had earnings of $300 or more in *any* 2 consecutive calendar quarters, you would have been considered to be in regular employment and, as a result, you would have lost your current connection.

During my railroad service I have held several different jobs. How can I tell which is my "regular occupation"?

Your regular occupation can be determined in either of two ways:

(a) Consider all the months you worked in the last 5 years you were employed (not necessarily consecutive) whether in or outside the railroad industry. Your regular occupation is the one in which you worked the greatest number of months; or

(b) Consider all the months in which you have worked, either in or outside the railroad industry, in the last 15 consecutive years. Your regular occupation is the one in which you worked in at least one-half of those months.

In either case, your regular occupation must be one in which you spent some time in the railroad industry.

I have not been disqualified by my employer, but I think I should be considered disabled for my regular occupation. Would it be possible for me to receive an occupational disability annuity?

Yes. It is not necessary that you be disqualified by your employer in order to be considered occupationally disabled. If you already meet the age and service requirements, the Board will examine the medical evidence in your case to determine whether you meet the disability standards set up for your regular occupation. If it determines that the standards have been met, you will be awarded an annuity.

Why was I awarded an occupational disability annuity when I am unable to do any kind of work?

If you meet all occupational disability requirements, the Board may, for administrative convenience, award an annuity on that basis, even though you are in fact totally disabled for all regular work. This is done because disability on the occupational basis is more easily determined. The amount of the annuity is not affected by such a procedure.

When I was awarded a disability annuity last year, I was not required to relinquish my rights to return to the service of my last employer. Does this mean that I could return to a part-time job with my last employer and still receive my annuity?

No. Even though as a disability annuitant you are not required to relinquish your rights to return to service until you reach age 65, your annuity will not be paid for any month in which you work for a railroad or for your last nonrailroad employer if your last job before retiring was for a nonrailroad employer, regardless of the amount you earn in that month.

May I continue to receive my disability annuity even if I do some work after it begins?

There will be both special and general restrictions on the payment of your benefits while you are under age 65. First, of course, you will lose your annuity for each month in which you work for a railroad or for your last nonrailroad employer. Secondly, your annuity will be withheld for any month in which you earn more than $200 in employment for hire or in self-employment. The withheld payments will be restored, however, if your annual earnings are less than $2,500. If you earn $2,500 or more in any year, you may lose 1 month's annuity for each $200 you earned over $2,400, counting the last $100 or more as $200. No de-

ductions will be made for months in which you earned $200 or less. You may suffer certain deductions as a penalty for failing to make timely reports of your earnings. In addition, your earnings may raise a question about the continuance of your disability even if they amount to less than $2,500 a year.

After you reach age 65, your annuity may be withheld only if you work for a railroad or for your last nonrailroad employer if your last job before retiring was for a nonrailroad employer.

I have been awarded a disability annuity under the Railroad Retirement Act. Recently, I was notified that my annuity was increased because a disability freeze period was established in my case. Could you explain why my annuity was affected by a disability freeze?

As a railroad employe you are guaranteed that the total monthly benefits to you and your family will be at least 10 percent more than the amount that would be payable if your railroad work had been covered by the Social Security Act. When the amount that would be payable by the social security system is computed, disability freeze periods are taken into account. This means that your benefits are protected because the period of disability is not counted in the calculation of your average earnings under the social security formula.

I can no longer continue working in my railroad job because of a disabling condition. Should I first file for a disability annuity under the railroad retirement law or for sickness benefits under the railroad unemployment insurance law?

There is no clear-cut answer to your question. It depends on the particular facts in each case. The best thing for you to do is to discuss your situation with a representative of the Railroad Retirement Board. He will explain the advantages and disadvantages of filing for each type of benefit. Some of the things to be considered are the amounts payable under each law, whether you have a wife eligible for an annuity, the effect of receipt of monthly benefits on the residual payment, and the insured status of the applicant.

Tom Austin Honored By Neighbors And Friends

RAILROADERS, FRIENDS, neighbors and others trooped through the home of Thomas A. Austin at Englewood, Fla., on the occasion of his 100th birthday on August 31. Austin, the retired secretary-treasurer of the Railroad Signalmen, was chipper and alert as he happily greeted the many guests, and so was Mrs. Austin.

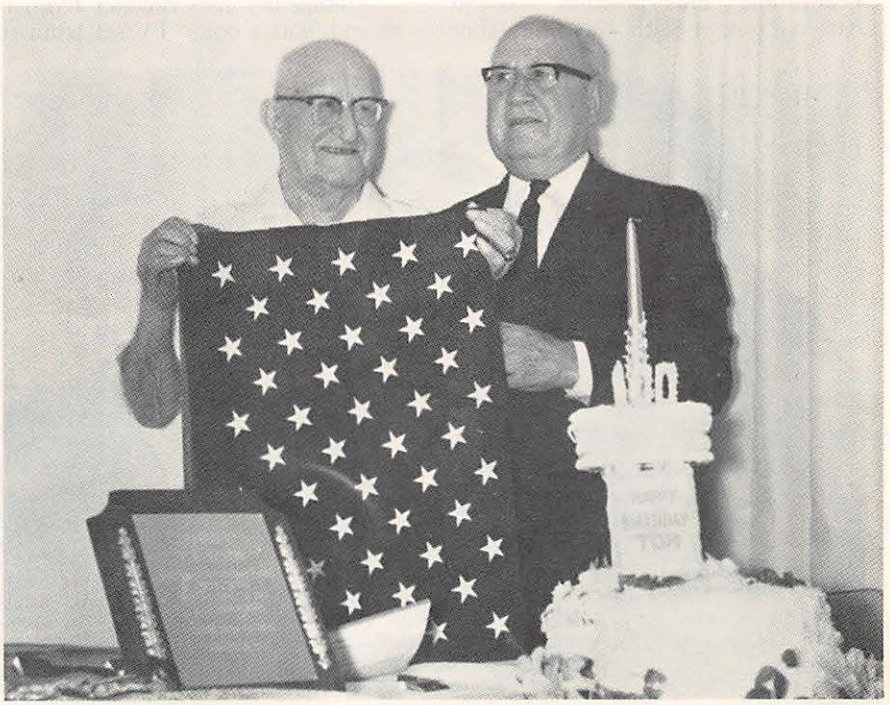
"Tom" Austin is shown in the adjacent photo receiving an historic flag on the occasion from a distinguished visitor and old associate, Jesse Clark, president emeritus of the Signalmen. The flag had flown over the U. S. Capitol and it came from Rep. James A. Haley, who represents Austin's district in Congress. Haley had hoped to present the flag personally, but could not make it and asked Clark to do the honors.

Clark, in a speech at the birthday fete, paid a glowing tribute to the career of Austin, who began railroading at 17 and who helped organize the Signalmen, braving management threats of blacklists in doing so. He joined the Brotherhood in 1909, rising steadily in the union until he became secretary-treasurer in 1917. He held that position until he retired on Jan. 1, 1943.

Messages of felicitation poured in on Austin from persons of high and low estate—including one from President Nixon who extended "warmest congratulations" and added that "Mrs. Nixon joins me in extending best wishes that health and happiness may always be yours."

Newspapers in Florida carried feature stories about centenarian Austin. The Sarasota Herald-Tribune quoted his recipe for longevity "Never worry, and mind your own business."

Austin raised seven children, four of whom have passed away. Also he has 18 grandchildren and 34 great-grandchildren.



Tom Austin, on left, displays a few of the gifts he received on his 100th birthday. The flag, a gift from the Congressman in Uncle Tom's District, was presented by Jesse Clark.

A. E. Lyon Honored on Retirement

RAILROAD LABOR LEADERS from around the nation gathered in Chicago on August 28 to honor A. E. Lyon, labor member of the Railroad Retirement Board, who was retiring.

Back in December of 1919, when Art was starting out as a signal helper on the Stockton Division of the Southern Pacific, little did he realize what the next half century would bring.

Art joined Local 92 of the Brotherhood of Railroad Signalmen in 1920, after serving in the Army in World War I. He was elected local chairman in 1923 and the next year found Art serving as general chairman on the S.P.'s Pacific Lines. He was elected a member of the Grand Executive Board at the 1924 convention and assistant to grand president in 1928. When Dan Helt was granted leave of absence to become a member of the NRAB in 1934, Art took over as acting grand president. The 1936 convention elected Art president of the Signalmen, a position he held until 1945.

Art served as vice chairman of the Railway Labor Executives' Association from 1940 until he was elected executive secretary of the RLEA in 1945. While on this position Brother Lyon also served as an executive committee member of the International Transport Workers' Federation. This position brought Art in contact with the free labor unions in Europe, Asia and Latin America and the constant fight against the growth of Communist influence. When the Signalmen were requested to cooperate in making the services of Brother Lyon available as executive secretary of the RLEA, our Executive Council granted the request and approved a leave of absence. He served the RLEA until March 1962 when President Kennedy appointed Art Lyon the labor member of the Railroad Retirement Board.

Over the years Art developed a reputation of being blunt, peppery and hard-working, while exuding friendliness and humor. Those who gathered to extol him hailed Lyon's lifetime of faithful service to railroad labor. The gathering included officials and employes of the Railroad Retirement Board, executives of the rail unions, plus unionists and friends from all over the nation who had known Lyon through the years.

The Signalmen were represented by all Grand Lodge Officers, all employes at Grand Lodge headquarters and many retired officers who worked with Brother Art over the years. President Chamberlain presented Brother Lyon with a gift on behalf of the Signalmen and also exchanged Lyon's 40-year membership pin for a 50-year pin.

Among the gifts Brother Lyon received, was a color TV set from the employes of the Railroad Retirement Board and a purse from the executive members of the Railway Labor Executives' Association.

Speakers at the dinner reviewed Lyon's colorful career. Retirement Board Chairman Howard Habermeyer presided and read messages from world-wide figures.

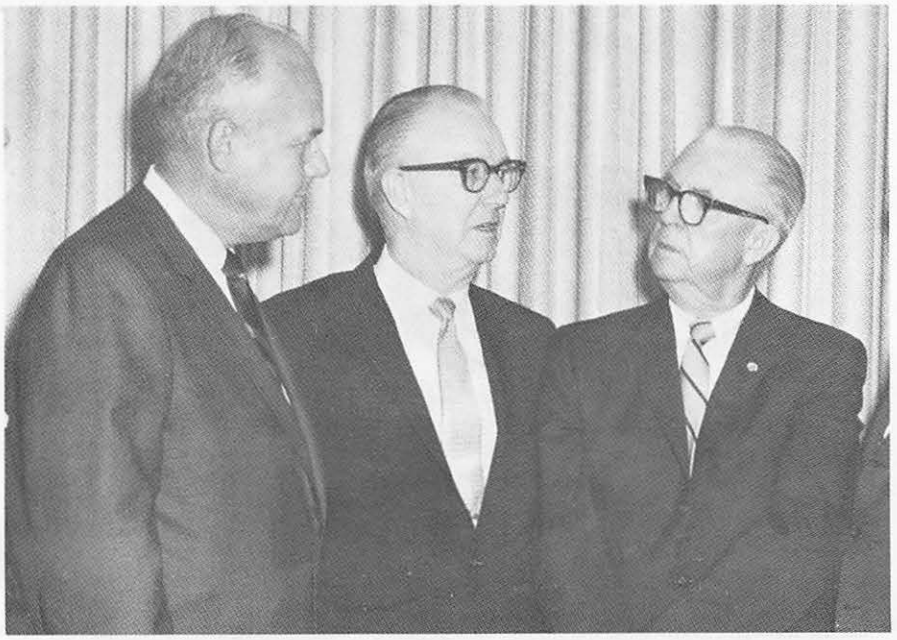
Thomas M. Healy, management member of the Board, paid a warm tribute to Lyon and read an "Irish Blessing" on him.

RLEA Chairman G. E. Leighty gave the main address in which he extolled Lyon's many achievements. He said Lyon, from the beginning of the Railroad Retirement Act, participated in all efforts to secure improvements in benefits. He pointed out, too, that Lyon in his role with the ITF "did much to block Communist efforts" to take over that organizaton and infiltrate the free world labor movement. Leighty recalled, too, that "Lyon was in the thick of the fight" for legislation to authorize the union shop on the railroads. "In all his years as executive secretary of the RLEA, he always did everything he could to promote the welfare of railway workers," Leighty said. Citing many more of Lyon's accomplishments, Leighty turned to him and said, "You have left your mark on the labor movement."

Lyon in his response voiced thanks to all who participated in the dinner and then, indulging in wry humor, he declared: "I've helped to arrange a lot of these retirement affairs, but time marches on, and now I'm the victim."

He voiced confidence that retirement would "be a happy and satisfactory experience for me." Lyon said he has been "preparing for it a long time." He said that now he hoped to "catch up on my hobbies of fishing and golfing." He also is planning to spend much time "assembling and recording" the memories of his 50-year career in the field of rail labor. "My mind is full of things that I want to put down on paper," he said.

President Chamberlain reported to "The Signalman's Journal" that the Grand Executive Council and the Board of Trustees, at their last meeting, voted unanimously, that Brother A. E. Lyon be made President Emeritus of the Brotherhood of Railroad Signalmen.



C. J. Chamberlain, president of the Signalmen, on the left and Harold C. Crotty, president of the Maintenance of Way Employes, in the center, join in wishing Art Lyon a happy retirement.

Signalmen Fight Mandatory Retirement Bill

THE SIGNALMEN JOINED the entire trade union movement in an effort to block the passage of a House Bill to make retirement compulsory at 65 for the nation's railroad employes.

President Chamberlain has written to every General Chairman and all Local Lodge Officers in the United States, warning that the Bill contains several extremely onerous features which warrant an all-out effort to bring about its defeat.

The offensive measure, H.R. 13300 is sponsored by Rep. Harley O. Staggers of West Virginia, chairman of the House Interstate and Foreign Commerce Committee. It was approved by that committee and cleared for action by the House Rules Committee. The measure was to come to the floor of the House for a vote on September 30. The report of the vote will be recorded elsewhere in the Journal.

Chamberlain's letter noted that H.R. 13300 is but another intrusion by the Congress into the arena of collective bargaining. He stated, "retirement age has always been a subject of collective bargaining. It should remain so."

Moreover the letter pointed out that the Bill gives to railroad management the very thing they could not achieve in collective bargaining and demonstrates a continuing trend toward the ultimate Congressional goal of compulsory arbitration on all disputes.

The Bill would turn back the clock to the "yellow dog" contract era by permitting an employe to work beyond the compulsory retirement age by executing an individual agreement with his employer.

This is individual bargaining given pre-eminence over collective bargaining, and the loyal, dedicated trade unionists will be forced into retirement, while the apple polishing "yellow dog" will be permitted to continue working.

By compelling retirements as it does, this legislation will overload an already deficit-plagued Railroad Retirement Fund and have the ultimate effect of driving already confiscatory payroll taxes on employes even higher.

The Brotherhood of Railroad Signalmen along with ten other RLEA organizations and the Brotherhood of Locomotive Engineers, opposed this oppressive legislation even though it may mean a delay in the full restoration of the necessary funds to continue the payment of the supplemental pension. The Signalmen cannot be a party to a scheme proposed by the railroad industry which could eventually lead to the deprivation of all organized labor to their unrestrictive right to bargain with the railroad industry in good faith.

Regrettably the United Transportation Union, The Brotherhood of Railway, Airline and Steamship Clerks, and the Brotherhood of Maintenance of Way Employes have joined with the railroad management in support of this oppressive legislation which invades labor's inherent right of collective bargaining.

Mandatory retirement is a dangerous and alarming trend which creates an intolerable national policy at this time.

The Signalmen pledged their full support to defeat H.R. 13300. Chamberlain's letter stated, "the supplemental pension must be retained for the thousands of railroad employes who have retired and who will retire in the future, however, the terms for its retention as proposed in H.R. 13300, are totally unacceptable." He also stated, "supplemental pension payments can be continued by the railroads without the objectionable features of H.R. 13300. The Brotherhood of Railroad Signalmen is pledged to support such a measure as originally proposed by H.R. 11607."

The National Council of Senior Citizens, representing millions of elderly persons in this country, issued a position paper opposing the compulsory retirement of workers because of age, and distributed copies to every member of Congress.

The Council has gone on record at many Congressional hearings, against compulsory retirement at age 65 or at any specific time of life not voluntarily chosen by the worker or the union which represents him in collective bargaining agreements.

The position paper goes on to warn that "the National Council sees the pending legislation (H.R. 13300) as the beginning of a national employment and retirement policy that is clearly inimical to the welfare not only of railroad workers but of all wage earners generally."

House Passes H.R. 13300

On September 30 the Congress of the United States passed H.R. 13300 by a vote of 372 to 17 with 41 Congressmen not voting. This bill passed only after long debate and the defeat of two amendments.

The first amendment was introduced by Representative Brock Adams, (D. Washington). This amendment would strike out section 2 of the bill. Section 2 is the part that provides for compulsory retirement. It also provides for individual contracts between employes and employers. This amendment was supported by the Signalmen and thirteen other Brotherhoods. This amendment was rejected by a vote of 104 to 60. Another amendment introduced by Representative Eckhardt (D. Texas) would have struck out the section covering the so-called yellow dog agreement. Mr. Eckhardt's amendment was rejected by a vote of 78 to 50.

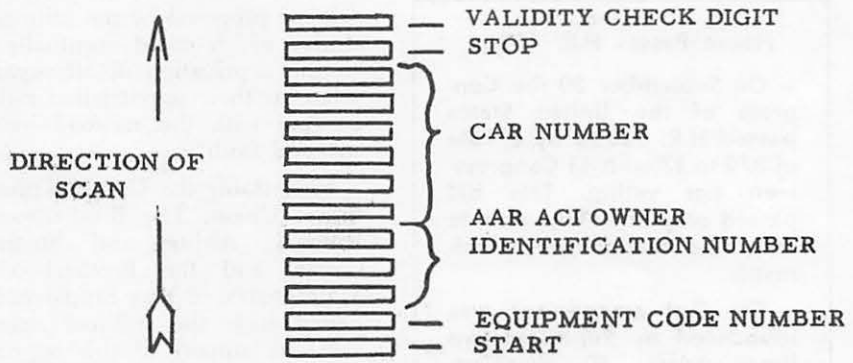
The bill now goes to the Senate.

"You slavedriver! If I belonged to a union, I'd tell you a thing or two when you were here!"

Automatic Car Identification:

Here's what those stripes will tell . . .

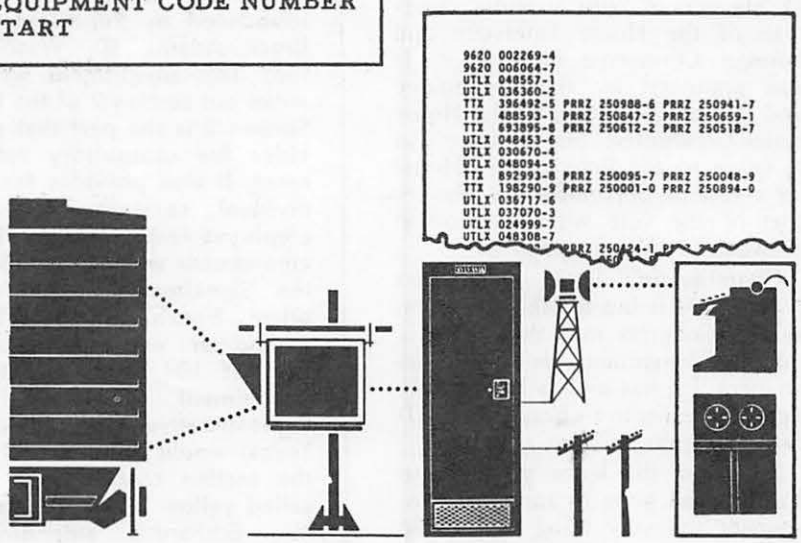
The label format is:



DISPLAY AT LEFT shows information which will be "read" from stripes on railroad cars by scanner in the Automatic Car Identification System.

ILLUSTRATION BELOW shows how trackside scanner records vital facts from chevrons on passing cars and relays information to computer banks.

RAILROAD PROGRAMS are moving ahead for installing computerized data systems and sophisticated communications equipment to provide management with more effective control of the nation's 1,800,000 railroad-owned and private freight cars. These programs are scheduled to bring automatic car identification (ACI) systems into operation on the major railroads by January 1, 1970. The related TeleRail Automated Information Network (TRAIN), a nationwide, computerized system for tracking freight car locations, will begin in 1969.

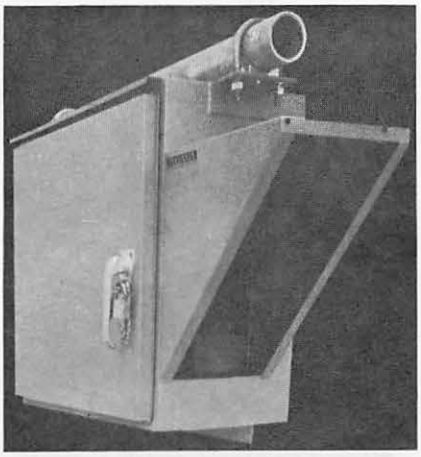


VIRTUALLY EVERY SECOND of the day, year 'round, someone in the United States or Canada needs to know the location of a certain freight car at a given time. This is a mighty big order for the railroads who have some 1.8 million cars of various types constantly on the move.

When Automatic Car Identification (ACI) becomes fully operational in 1970, all freight cars in interchange service will bear color-coded labels. Scanners will identify cars travelling up to 80 miles an hour; the human eye cannot accurately do this at speeds greater than 15 mph. The railroads will then be able to give practically instantaneous location of cars.

Among the advantages anticipated through the use of ACI are: faster and more accurate information for day-to-day operating purposes, rapid location of specific car types to meet traffic requirements, automatic collection and storage of special data on rolling stock for maintenance and servicing, an up-to-the-minute record of every car interchanged between railroads.

In addition to feeding information to the railroads for their use and for the use of their customers, ACI will also be tied into TRAIN-TeleRail Automated Information Network, located in the Association of American Railroads' car service division in Washington, D.C. This will provide up-to-date nation-wide car inventory and interchange movement records to permit more rapid distribution of equipment to meet shippers needs for freight cars.



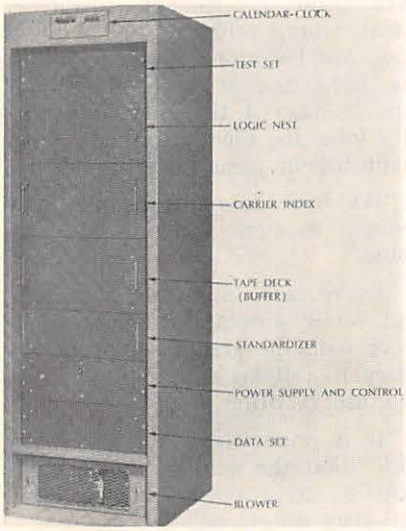
The scanner, housed in a steel tamper-proof sealed enclosure, is mounted on a mast about 12 feet from and 7 feet above the track.

The ACI system adopted by the AAR is KarTrak, designed and manufactured in Bedford, Mass. by the Commercial Electronics Division of Sylvania Electronic Products, Inc.

The system consists of three basic components: 1) color coded labels about 10 by 20 inches in size; 2) weatherproof, tamperproof trackside optical scanner which "reads" car labels as a train moves past; 3) data conversion and transmission unit which converts what the scan-

ner "sees" into electrical impulses and transmits this information to readout devices as required, with virtually no limit to the distance this information can be transmitted.

The car labels of red, blue and white retro-reflective material with pressure sensitive adhesive backing, are fabricated from Scotch Lite by the 3M company. They may be permanently affixed to a car side, or to a metal plate for mounting to the car side, anywhere within a 9-ft. high area. The material can reflect light energy over wide angles of incidence in such a way that it appears to be about 200 times brighter than the brightest available paint.



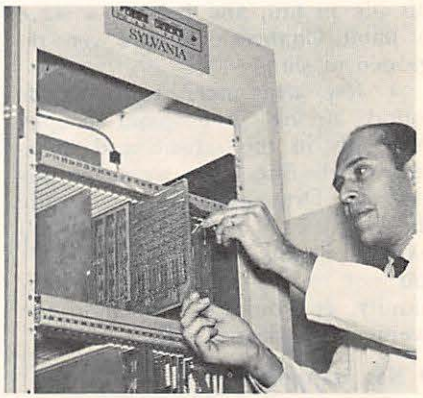
Internal circuitry of the decoder turns system on and off automatically upon receipt of train approach signal.

Each label is composed of 13 elements, or modules, which are "read" by the scanner from bottom to top as a car passes. The modules vary in color; some in one color, others in two colors, and some bear an identification number. The bottom module (Start) signals the scanner to start reading. The next 10 modules identify the type of equipment, the owner, and the car number. The 12th module (Stop) signals the scanner to stop reading. The top module is a validity check digit, used internally to assure that the scanner has read and reported the label correctly.

The labels when viewed by the scanner reflect a brilliant light that can be sensed by the trackside unit day or night, in the severest rain or snow storm, while trains roll by at more than 80 miles per hour. The scanner is started automatically by an approaching train, will record a standing labeled car only once, and can be programmed to transmit only the information desired from a particular location. As the reflected light from the labels is received by the scanner, the optically coded data is transduced into an electrical analog signal which is received, analyzed and interpreted by the decoder, for transmittal to near or distant data accumulation points for direct printout and/or later use in data processing equipment as required.

"Labeling the national fleet of nearly 2 million cars will run upwards of $20 million," said AAR President Thomas M. Goodfellow. "But, with better information, the railroads can expect to get more efficient use out of the entire freight car fleet. A 10 percent increase in freight car utilization would have the effect of adding 180,000 more cars to the industry's fleet, a savings equal to a capital outlay of at least $2.7 million. This is based on today's cost of about $15,000 for an average freight car, and from $20 to $40 thousand for special purpose cars," Goodfellow pointed out.

This is how those little labels will tell it like it is—a big story!



A Sylvania engineer changes modular circuit board in data conversion-transmission unit, which railroad personnel can plug in on-site if configuration changes are necessary.

C&NW 'Conglomerate' May Sell The Railroad

PREDICTIONS HAVE OFTEN been made that rail "conglomerates" may end up jettisoning their railroad properties and holding on to other acquisitions.

A development along that line was indicated with the disclosure that Northwest Industries, Inc., a conglomerate which includes the Chicago & North Western Railroad, has offered to sell the C&NW to the Milwaukee Road.

The sale was suggested by Ben W. Heineman, chairman of Northwest Industries, after an Interstate Commerce Commission examiner, while approving a proposed merger of the C&NW and the Milwaukee, laid down conditions which both roads termed unacceptable. They have asked the ICC to reject those conditions.

Train Accidents Continue to Increase

FINAL TALLIES OF RAILroad accident reports for 1967 show a continuing increase in train accidents and train employe casualty rates, but a slight drop in grade crossing casualties, the Federal Railroad Administration reported.

In its Summary and Analysis of Accidents on Railroads in the United States—1967, the FRA noted that the number of train accidents rose to 7,294, up 7 percent from 1966 and 22 percent over 1965. Derailments accounted for 4,960 of the 1967 total, an increase of 513 over the year before, while collisions, the other major train accident class, dropped 2 percent.

While the number of persons killed per million train-miles in transportation service dipped from 4.5 to 4.4 in 1967, the total of 851 fatalities from causes other than grade crossing accidents was the second highest on Class I Railroads within the past ten years.

The train and engine service employe injury casualty rate continued to be higher than those of all other employe groups. Casualties in this category per million man hours rose to 26.1 in 1967, up from 25.6 in 1966 and 26.0 in 1965. For all employes on duty, the 1967 rate was 12.03 per million man hours.

Rail-highway grade crossing accidents accounted for 1,632 deaths and 3,812 injuries during 1967, down from 1,780 and 4,043 respectively, in 1966. Passenger cars striking or being struck by trains continued as the most common cause of such accidents, accounting for 74.7 percent of the number killed and 79.8 percent of the number injured. Both categories were down from 1966.

What union families should know about

Drug abuse

The AFL-CIO Department of Community Services, headed by Director Leo Perlis, is about to issue a pamphlet giving union members the facts on the growing problem of drug abuses. This article is based on the text of that pamphlet. Copies of that pamphlet may be obtained by writing: AFL-CIO Department of Community Services, 815 16th St., N.W., Washington, D.C.

NOT LONG AGO, THE AMERican who used drugs was viewed as a hopeless outcast living in the shadows of the criminal world. Drug addiction was considered a disease of the big-city slums, and the person who became "hooked" on heroin never worked, spent a good part of his life in jail, and became a slave of habit. Chances of a cure were regarded as slim.

A few drug-users were to be found among professional people, especially in the artistic and musical world. But these were the exceptions. Drug addiction was really the business of the police, federal narcotic agents, and the doctors. It did not touch the American community. It wouldn't happen in the average American family.

It Has Happened Here

Today millions in this country are taking illegal drugs, or abusing drugs prescribed for medical purposes. People of all ages, from all social classes, and living in all sections of the country are turning to a variety of drugs. Drugs are now found in the suburbs, among the middle and upper classes, along high school corridors, and on college campuses. Not only are criminals pushing drugs, but students and professional people.

Why is it happening? Many reasons are given: rebellion against parents and authority. Relief from tensions and anxieties. Escape from decision-making and responsibility. A search for bigger and better thrills.

Is it true that the modern drug-taker is often ignorant of—or refuses to see—the grave dangers: possible addition or drug dependence that may become physical, mental, or emotional? The gradual withdrawal from normal activities. The mental breakdowns. Death. But it is also true that the general public is not fully aware of its responsibility in the growing drug problem. The person who clings to the belief that no drug-user lives in "our neighborhood" is also blind to the danger.

The Facts

About 2,000,000 college and high school students have used marijuana, according to Dr. Stanley F. Yolles, director of the National Institutes of Mental Health. Some health authorities believe four or five million Americans have tried this drug at least once.

Another 500,000 abuse barbiturates, amphetamines, and tranquilizers. The housewife uses pills to reduce weight and ends up needing them to get through the day. The husband may take a pill to give him energy, a different one to calm him for an important meeting, and a third for sleep. Pills were considered an adult drug vice, but recent government surveys show young people among the greatest abusers.

Hundreds of thousands use LSD, and other mind-altering drugs and claim they are "tuned-in" to a new religious experience.

Youngsters no older than 12 and 13 years risk their health and lives by sniffing glue for "kicks."

Marijuana smoking is increasing among soldiers in Vietnam.

Disturbing stories are coming in about the young.

a. Police estimated that 50 percent of the high school students in a prosperous Los Angeles suburb had some experience with drugs;

b. In Westchester, New York's wealthy suburb, teenagers were taking marijuana so enthusiastically the drug was declared a major hazard to public health and law enforcement;

c. In one grade school marijuana was sold in sixth grade before the eyes of the shocked teacher.

Everyone's Business

These reports should make it clear that the rapid growth in drug-use can't be shrugged off. Every family is exposed. All are involved—young and old, rich and poor, union member and businessmen. There is good reason for alarm, but alarm should lead to constructive action, and not panic.

What can be done? First, there must be resistance to any call for a witchhunt approach to the drug problem. Second, each individual must calmly recognize the possibility that a drug-user may be living in the neighborhood, next door, or in the house. And third, all must support sound community programs to study the drug problem and find intelligent, workable solutions.

Experts in the field, representatives from government, medicine, social work, religion, and education, are becoming convinced that the fight against drug abuse can only be won if the entire community joins in. Elected officials have made urgent pleas for citizen help:

"We have to enlist people in a crusade to stem the tide of drug abuse."

"Everyone in our society, parents and young people themselves, must move with the greatest sense of urgency to put an end to the traffic and use of drugs.

"It is imperative," one governor said, "that the community at large mobilize to support and expand anti-drug programs."

Character of the Drugs

Because drug abuse is everyone's business, unions will want to initiate or join in community efforts to meet the threat. But first it is necessary to have some clear knowledge of the drugs themselves. Brief descriptions of the ones in common use, and what they do to a person's mental and physical structure are offered here:

Heroin—the hard drug. A derivative of opium, it is called H, snow, or junk, and is smuggled into the United States from Europe. Heroin is usually taken by "mainlining," injecting the drug directly into the blood system. When the user becomes physically and psychologically addicted, the body needs the drug two or three times a day. This is being "hooked." New York medical reports have shown that addiction caused more deaths among people between 15 and 35 than murder, suicide, accidents, or natural causes.

Law enforcement agencies say there are between 60,000 and 100,000 heroin addicts in America.

The count is believed to be closer to 200,000. The number may seem relatively small, but heroin addiction is one of the nation's biggest headaches. It is a threat to everyone's pocket. A heroin addict needs $40, $60, or $75 a day to feed his habit. Although not a hardened criminal, he must steal, rob, loot, and mug to get it. One billion dollars a year is one estimate of the goods and money stolen to buy heroin. Women addicts turn to prostitution.

This money flows into the criminal syndicate and gives them the financial capital for other illegal operations. It also allows them to buy into legitimate business which they often corrupt.

LSD—magic carpet to catastrophe. LSD, often called "acid," one of the psychedelic or hallucinogen drugs that has received a great deal of publicity. Others are DMT, peytoe, mescaline, psilocybin, and even morning glory seed. LSD (Lysergic acid diethylamide) comes in many forms, but is most popular in a sugar cube. In using the drug, a person "takes a trip" that lasts from 4 to 12 hours. The "trip" brings drastic changes in perceptions and consciousness, causes weird dream images and hallucinations, and creates personality difference and upsets environment.

Although non-addictive, LSD can ignite paranoia, and dangerous hallucinations, with accounts of attempted suicide and homicide. The American Medical Association has warned that LSD can produce uncontrollable panic and violence.

Marijuana—comes close to home. Smoking marijuana has been called a major social problem in the United States. It is sometimes called the "campus drug" because it has spread so rapidly among students, both in high schools and colleges. Delinquents in the slums and the well-to-do in the suburbs share a a common bond in marijuana. Marijuana is made from the flower tops of the cannabis sativa, the Indian hemp plant. It has been known by 350 names, including "reefer," "pot," and "grass," the favorites today.

Once smoked, marijuana makes the body feel light, especially the head and limbs. Perception is confused. The user talks of "floating on air," and "falling on waves." One gets an exaggerated idea of his ability. Coordination is difficult and the smoker can be a menace driving a car.

Marijuana has its advocates who defend its use, and claim it is less harmful than tobacco or alcohol. They demand it be made legal. After a two-year study, committees of the American Medical Association and National Research Council condemned marijuana as a "dangerous drug," and said making it legal would create serious abuse.

The pills—trouble in the medicine cabinet. There are adults who would be horrified at being called addicts, but become "hooked" on pills—the barbiturates, amphetamines, and tranquilizers. This form of drug abuse often begins with a doctor's prescription. Pills have a proper place in treatment. But attempting to cure a symptom may lead to the tragic misuse of drugs.

Barbiturates are sedatives. Under a doctor's care, the pills bring needed sleep and calmness to a patient. But in large amounts, there is intoxication and addiction as bad as heroin. When abused the pills are called "goof balls." They are a leading cause of accidental deaths in this country. Barbiturates most popular with drug abusers are nembutal, seconal and amytal.

Amphetamines are stimulants. They have a number of aliases—"Pep pills," "diet pills," "Bennies." They keep a person awake, supply new energy, kill the appetite. Continued and excessive use of amphetamines can result in hallucinations, unhealthy loss of weight, and dangerous aggressiveness. Persons under drug influence have attacked strangers they accused of persecuting them. An increased number of auto accidents involve drivers attempting to go beyond their endurance with pills.

Tranquilizers are drugs that calm without causing sleep. Tensions and anxieties become quiet, but physical and mental alertness is not slowed. But some tranquilizers, if taken in large doses over several months, can turn a person into an addict.

Special warning should be heeded by those who take pills for any purpose. A person is flirting with physical disaster—even to the point of death—if he uses any combination of the barbiturates, amphetamines, and tranquilizers with alcohol.

For Information and Program Help?

The American Social Health Association is the only national voluntary health agency developing a comprehensive program to counter drug abuse. The project has a professional information center, evaluates present rehabilitation programs, has a list of pamphlets, books, and films on the subject, and distributes material to keep people up-to-date on all aspects of the drug picture. The ASHA can offer guidance to unions and other groups organizing a community program. It also has information on people in your area who can speak and advise on approaches to drug abuse. Contact the American Social Health Association, 1740 Broadway, New York, N.Y. 10019.

Speirs To Succeed Lyon

ASSISTANT PRESIDENT NEIL P. Speirs of the United Transportation Union will step into the vacancy left by the retirement of A. E. Lyon as labor member of the Railroad Retirement Board.

Speirs, former president of the Switchmen's Union prior to its merger into the UTU has been nominated by President Nixon to the post for a full five-year term at the recommendation of the leaders of the nation's railway unions. His appointment was confirmed by the Senate on September 17.

A young 56, Speirs was born in Red Deer, Alberta, moving with his parents to Oregon in 1919. He graduated from high school in Ashland, Ore., then attended the University of Idaho, where he majored in business administration.

After a brief stint with Swift & Co. in South San Francisco, he turned to railroading—as yard employe on the Southern Pacific in 1937. A staunch unionist, he rose to chairman of Switchmen's Local 98, then to general chairman on the SP (Pacific Lines) in 1952, a post he held until being elected vice president in 1955.

Four years later he rose to president, winning re-election thereafter. He's married, has two daughters and a grandson. Speirs is widely known and respected as a thoughtful, analytical, articulate negotiator and administrator.

World Famous Steam Locomotive Arriving on Historic U.S. Tour

THE FIRST STEAM LOCOmotive ever to achieve an official speed of 100 miles per hour, the world famous Flying Scotsman, arrived in Boston on September 26.

The 100-ton coal burner, crossed the Atlantic from Liverpool, aboard the Cunard ship S.S. Saxonia. The Flying Scotsman will be coupled to a unique nine-car British-American trade exhibition in preparation for an historic 2200-mile "whistle-stopping" rail trip.

Steaming out of Boston on October 12th, after four days of exhibiting her Anglo-American wares to businessmen and the general public, the legendary Flying Scotsman, manned by a British and American crew, will pull her rolling stock on a 12-city tour, ending in Houston on November 15.

Condemned to the junk yard five years ago, the famous locomotive was saved by English millionaire industrialist and life-long train buff, Alan Pegler, whose other dedication has been improving British-American trade.

In addition to the locomotive, the train consists of a second tender built especially for this trip, four exhibition cars, the two Edwardian royal Pullman coaches used by Prime Minister Churchill and General Eisenhower during World War II, and a glass-walled observation car, which has been converted into an Edwardian pub by Watney's, one of London's famous brewers.

Included on the 12 city U.S. itinerary are: Boston, Mass. (October 8-12); Hartford, Conn. (October 12); New York City (October 15-18); Philadelphia, Pa. (October 19-23); Baltimore, Md. (October 24-25); Washington, D.C. (October 26-28); Atlanta, Ga. (October 31-November 2); Birmingham, Ala. (November 3); Vicksburg, Miss. (November 4); Shreveport, La. (November 4); Dallas, Tex. (November 6-9); and Houston (November 11-15).

A leading department store in each of the eight cities the Flying Scotsman will stop in for more than one day will sell tickets as part of the unique British-American trade promotion. Train buffs, youngsters and the general public will be able to view that portion of the exhibition not intended exclusively for businessmen, and to stand on the footplate (the cab of the engine), as well as obtain a special souvenir book.

Among participating stores are Filene's in Boston, Gimbels in New York, Strawbridge & Clothier in Philadelphia, Hutzler Bros. in Baltimore, Woodward & Lothrop in Washington, D.C., Sanger-Harris in Dallas, and Foley's in Houston. In Hartford, Birmingham, Vicksburg and Shreveport, tickets may be purchased at the railroad station.

About 10 thousand gallons of water will be pumped into the two tenders of the Flying Scotsman every 175 miles along the route by local fire companies who will meet her at trackside. Special anthracite coal has been dumped along the right of way at 300-mile intervals where it will be shoveled aboard by hand.

Riding the engine cab every mile of the 2200-mile trip will be the Flying Scotsman's owner and promoter of the tour, the 49-year-old Pegler, former chairman of Britain's Northern Rubber Co. Included in Pegler's celebrity laden entourage are John Spencer Churchill, nephew of the late Prime Minister, Lord Napier and Ettrick, one of Scotland's most distinguished peers, who will be the official host, and Pipe-Major Bob Crabb, ex-pipe Major of the Scots Guards and personal bagpiper to her majesty, Queen Elizabeth II.

Special issue stamps valued at more than $1 million will be put on display by Britain's General Post

AFL-CIO Backs Effort

Two Umpires 'Out'; Seek NLRB Protection

EVEN A BASEBALL UMPIRE HAS SOME RIGHTS, THE AFL-CIO said and the National Labor Relations Board should protect them by taking jurisdiction over professional sports cases involving both the umpires and the players.

In a "friend of the court" brief, the AFL-CIO urged the NLRB to take jurisdiction in a case involving two veteran baseball umpires abruptly fired last year by the American League for "incompetence" after they attempted to form an umpires' association similar to the one in the National League. The umpires have asked the NLRB to take jurisdiction over the dispute.

The AFL-CIO brief, prepared by Associate General Counsel Thomas E. Harris, cited "the increasing importance of professional sports" in the economy. It urged the labor board to accept the case "both to safeguard the industrial peace in this sector of the economy and to protect the rights of employes to form unions and bargain collectively if they so choose."

The question before the board, the AFL-CIO said, "is not whether such groups as professional athletes and umpires should form unions, for they have and will."

The key issue, the AFL-CIO brief asserted, is whether labor relations in baseball will be regulated by national labor law and administered by the NLRB or instead governed by state laws and agencies.

Leaving the jurisdiction to the various states would be absurd—as the teams move from town-to-town and state-to-state in their schedules, the brief maintained.

"While baseball is entertainment, we don't think its labor relations should be reduced to comedy," the AFL-CIO said.

The absurdity of what would happen in professional sports if jurisdiction were left to the individual states is the second half of the argument in the AFL-CIO. The first half of the contention is that the NLRB cannot legally refuse to take jurisdiction.

With multi-million dollar gate receipts, professional sports are obviously big business, the AFL-CIO stressed.

"Despite the owners continual effort to identify professional baseball with Mom and Apple Pie, Congress just doesn't seem to be impressed," the AFL-CIO said. "It has repeatedly refused to give baseball a special partial exemption from the antitrust laws, while granting exemptions to insurance, railroads and, most recently, banks."

Office, while the Royal Shakespearian Theatre heads off the cultural aspect of the exhibition. About 25 British exhibits, ranging from pottery to Scotch whiskey, will be aboard the train.

The burnished green engine, bearing the gold lettered identification LNER 4472, was completely refurbished for her trip to the United States in the Doncaster workshops where she was built 47 years ago. The Flying Scotsman's 100-mile an hour speed record was achieved 35 years ago.

The Flying Scotsman has been outfitted with an American brass bell and brass whistle, the gifts of W. Graham Claytor, Jr., president of the Southern Railway System, which is headquartered in Washington, D.C. Another addition is a genuine cow-catcher, which is foreign in Britain but familiar in America to those who remember the steam locomotive. A cow-catcher is a triangular frame at the front of the locomotive designed for clearing the track of obstructions.

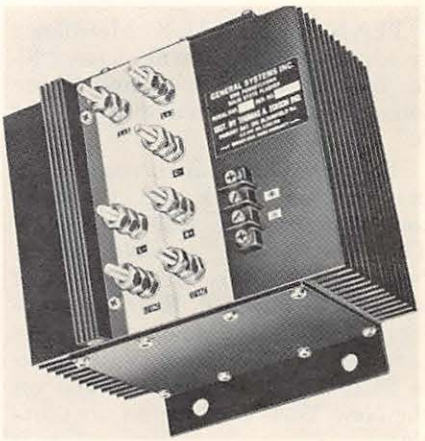
New Solid State Highway Crossing Flasher

THIS NEW COMPLETELY solid state, highway crossing flasher known as the Model EOR is designed for optional operation from *either* AC or DC, at voltages within the range of 8 to 18 volts.

The unit has a rating of up to 30 amps, lamp load (15 amps. per flashing leg) and features a unique, magnetic timing circuit that is not affected by temperature or aging of components and therefore will not require adjustment.

The Model EOR also features built-in lighting protection as well as specially designed short circuit protection which assures that one bank of lamps will remain lighted at all times, during regular operations, and there will be no damage to any other associated equipment.

Where total load exceeds 30 amps, and the paralleling of two or more flashers is required, the lamps



will operate in synchronization.

Overall dimensions of the unit are 7⅝" wide, 5¾" deep and 8¼" high.

The Model EOR flasher is manufactured by General Systems, Inc., and distributed by Thomas A. Edison Industries, Primary Battery Division, Bloomfield, N.J. 07003.

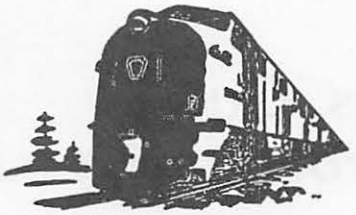
Hurricane Camille Wipes Out Signalman

On August 17, Camille, a devastating hurricane struck the Mississippi Gulf Coast and left many dead, thousands homeless and did hundreds of millions of dollars in damage.

Brother Victor Green, Jr., of Lakeshore, Mississippi, a member of Local 137 Brotherhood of Railroad Signalmen, was wiped clean of all his personal property by this hurricane. His home was completely demolished. He and his family managed to escape bodily injury but were left homeless and with a few personal belongings.

If you would like to send a contribution to give Brother Green a helping hand, you may send a check payable to Victor Green, Jr., to Chief Signalman of Local 137, W. M. Noonan, 7215 Chef Menteur, New Orleans, Louisiana 70126.

Railroad NEWS IN BRIEF



MASSACHUSETTS DEPARTMENT OF PUBLIC UTILITIES reported that Rail Equipment in that state has not been inspected in seven years due to the lack of help. Joseph A. Coppenrath, the new director of the Division testified that railroad freight cars, Budd cars and other passenger car equipment have not been inspected since the retirement of the locomotive and equipment inspector seven years ago.

Coppenrath told the committee that at a salary of $172 a week there is little hope for attracting a qualified engineer.

PENN CENTRAL'S Metroliner coach service charge will increase $1 for trips up to 174 miles and $2 for longer distances effective September 5.

The new Metroliner coach fare between New York and Washington, for example, will be $15.75. The Philadelphia to Washington fare will be $9.25. Metroclub fares will not be changed. Even with the increase the Metroliner coach fare between New York and Washington is $4.20 less than that charged on the New York-Washington air shuttle.

Penn Central's high-speed service began in January and has carried about a third of a million passengers.

THE MISSOURI PACIFIC has promoted William E. Gruer to manager-personnel planning, John E. Angst, vice president, announced.

Gruer joined MoPac in 1962 as a transportation trainee in St. Louis after graduating from Southern Methodist University with a degree in personnel management. He was named assistant manager-personnel in 1964, and since 1967, he has served as labor relations assistant for the C&EI Railroad in Chicago, a Missouri Pacific subsidiary.

Gruer will be responsible for all phases of long term personnel planning, recruiting and development.

NORTHERN PACIFIC RAILWAY placed an order for five KarTrak (Automatic Car Identification) ACI systems.

The contract calls for the installation of three KarTrak systems in the Pasco, Washington, area and one each in Northtown and Park Junction, both in Minnesota.

The systems will include trackside scanners, decoders, message generators, and computer interface equipment.

Each of the Northern Pacific's more than 40,000 cars will be labeled with a coded retro-reflective identification tag. As the cars pass by control points, the roadside scanners will "read" the labels, passing the information through the KarTrak system and eventually into the Northern Pacific's computer system, enabling the railroad to locate instantly any car along its more than 6,000 miles of track.

The KarTrak system, reads labels as trains speed by at up to 80 miles per hour, even under adverse weather conditions.

In 1967 KarTrak was adopted by the Association of American Railroads to monitor the nation's more than 1.8 million freight car fleet. To date the system is operating on 13 U.S. and Canadian railroads.

SOUTHERN RAILWAY in proposing the merger of five railroads which are now part of the Southern, is aimed at giving minority stockholders a better market for their shares.

Under the plan, shareholders would receive shares of Southern common and an amount of preferred for their present holdings.

The five railroads are the Chicago, New Orleans & Texas Pacific; Chattanooga Traction Railway; Cincinnati, Burnside & Cumberland River Railway; Harriman & Northeastern Railway, and New River Railway. Stockholders of the CNO and TP and the Interstate Commerce Commission as well as the Internal Revenue Service must approve the proposal.

SANTA FE has added a new wrinkle to safety incentive awards. At the start of the year, supervisors receive an HO-gauge model of a diesel-electric roadswitcher. For every month that his group comes up with a better safety record than the year before, he's given a freight car model. If he wins a diesel and 12 cars for the whole year, he then gets the caboose. All put together, it's called the "safety train."

Just one hitch: for any month that shows a safety record poorer than the preceding year's, the supervisor is given a freight car marked "bad order."

THE ASSOCIATION OF AMERICAN RAILROADS reported that freight traffic on U.S. railroads in the week ended Aug. 30, totaled an estimated 15.5 billion ton-miles, 5.4 percent above the corresponding week last year.

Cumulative volume for the first 35 weeks of 1969 was an estimated 510 billion ton-miles, 2.3 percent above the comparable period of 1968.

The AAR also reported piggyback revenue freight traffic in the week ended Aug. 23 totaled 26,955 cars, a 1.3 percent gain over the comparable week last year.

THE SIGNAL & COMMUNICATIONS DIVISION OF WABCO has developed a completely new vital transistorized Audio Frequency Overlay (AFO II) line track circuit equipment.

This new equipment is designed for application in accordance with standard signaling practices, and provides the following features.

Low or high power transmitter selection for maximum application flexibility.

Extended range for both low and high power transmitter to increase the variety of possible applications.

A new plug in package is provided for easy maintenance.

Built in surge protection is provided to eliminate the need for separately packaged equipment.

Vital circuits are designed to avoid unsafe failure modes.

Twelve frequencies are provided to minimize the effects of possible harmonic interference.

Carrier modulation is available to further minimize possible noise interference, for those applications requiring this feature.

BRITISH RAILWAYS RESEARCH CENTER. At Derby, England, development of the Advanced Passenger Train (APT) is continuing at full speed. The description is appropriate for the APT is designed to travel at 125 miles per hour—on existing track with existing signaling equipment.

Power will be supplied either by gas turbines or, in the case of electrified roads, electric traction motors. Light-weight alloys are to be used in constructing the cars.

On this side of the Atlantic, interest in the APT has been high. It was announced recently that several North American railway suppliers, headed by the Budd Company, were conducting talks with British Railways in an effort to secure exclusive U.S. and Canadian rights to the APT technology.

THE LOUISVILLE AND NASHVILLE RAILROAD is electronically riding herd on thousands of freight cars en route to destinations through a major extension of one of the industry's most advanced, computerized communication systems.

Called Ramrod, the system employs high-speed and video-type computer terminals to keep managers abreast of how efficiently the company's widespread and fast-growing resources are being used.

THE CHICAGO & EASTERN ILLINOIS RAILWAY has placed an order with Westinghouse Air Brake Company for design and installation of a Traffic Control System, extending from Woodland Jct., to Findlay Jct., Illinois, a distance of 110 miles.

Control will be from TCC console located at Chester, Illinois.

SANTA FE has paid the government $24,000 in claims for allegedly violating an Interstate Commerce Commission service order...

The ICC said the railroad violated Service Order 1020 issued to alleviate the freight car shortage. The ICC said the railroad failed to comply with the service order in Kansas at Arkansas City, Hutchinson, Wichita, Newton, Wellington, Coffeyville, Fredonia, Ottawa, Emporia and McPherson.

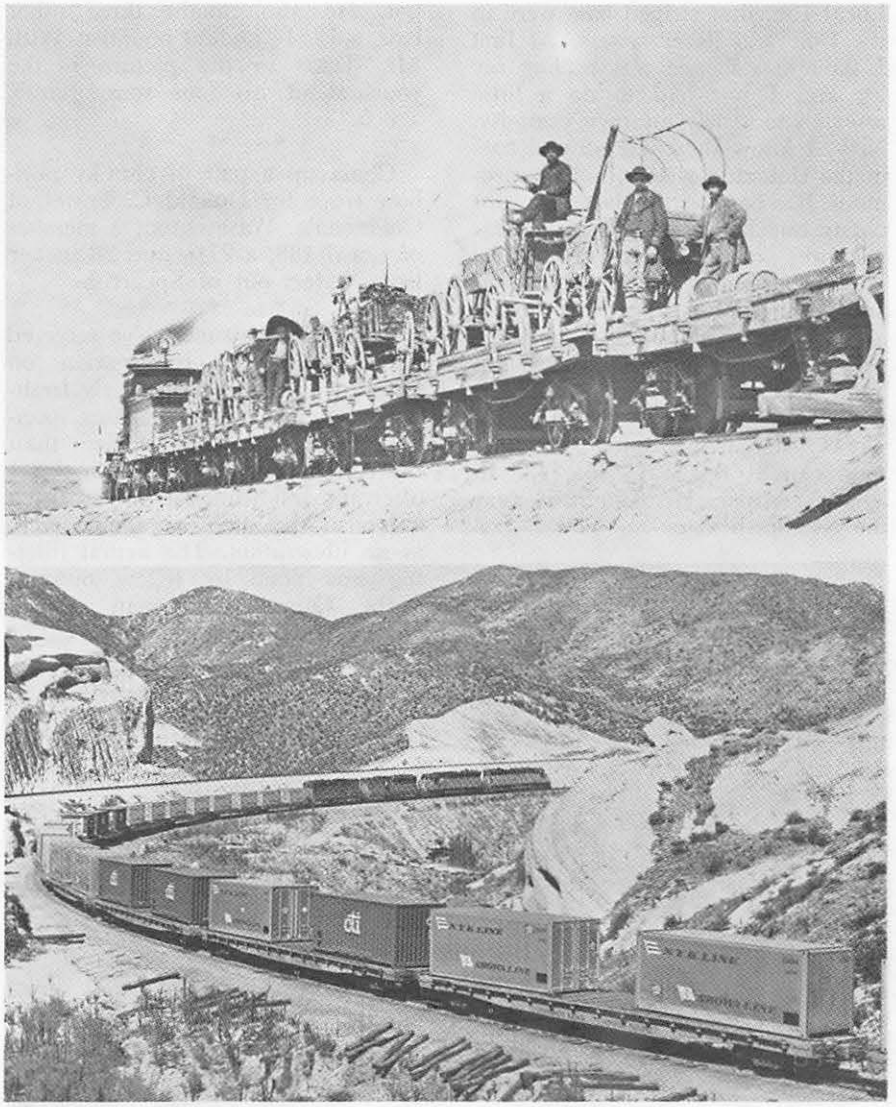
THE LOUISVILLE & NASHVILLE has completed its acquisition of the Chicago & Eastern Illinois' 287-mile Evansville-Chicago link extending its line from the Gulf to the Great Lakes. About 48 locomotives and 1500 freight cars and cabooses go with the deal which was an ICC condition to the MoPac's takeover of C&EI in 1967.

THE PENN CENTRAL COMPANY has placed an order with WABCO for VELAC speed control equipment to control fourteen retarders at its eastbound Conway Yard. This order is part of a modernization program at the Conway, Pennsylvania Yard.

THE UNION PACIFIC has ordered 25 sets of Type EL cab signal equipment from WABCO. They are to be installed on diesel electric locomotives.

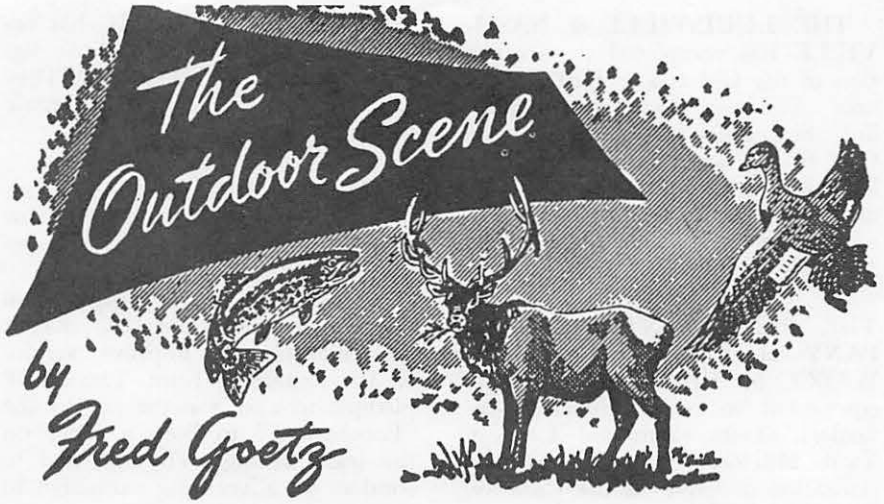
THE NARP urged the ICC to permit the discontinuance of one set of Norfolk & Western trains between Cincinnati and Norfolk.

NARP based its support on N&W's pledge to the ICC that it will substantially improve service on the remaining train. The N&W pledged to add a dome car to the "Pocohantas," to keep a diner on the train through Virginia, and to conduct an advertising campaign to attract more passengers.



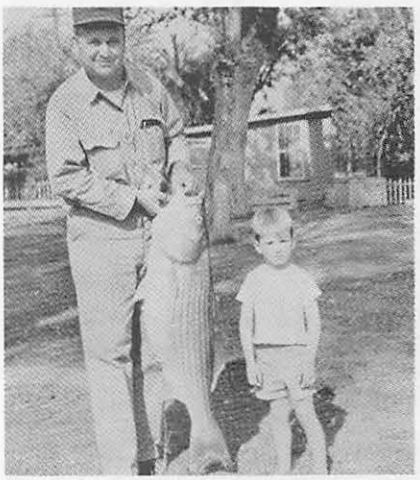
Piggybacking Yesterday and Today

Piggybacking is not really new, as these photos, furnished by the Union Pacific, illustrate. A century ago, when the transcontinental railroad was being completed, construction crews used piggyback to haul freight wagons to the end of the track, as shown in the top photo. By contrast, the bottom picture shows how containers, "the latest in piggybacking," hustle prepacked freight through Cajon Pass in Southern California.



I NEVER REALIZED—UP UNtil a recent letter from Mrs. W. E. Treas, wife of William Treas of Needles, California, a member of Local 156, that striped bass were in the Colorado River system. At first I thought someone was pulling my leg and I just had to do a little research to satisfy my own curiosity. Now, I know there are striped bass in the Colorado system, not anadromous, like bass on the east and west coasts but landlocked, and, in this instance, confined to the Lake Havasu system. The following letter and photograph is from Mrs. Treas:

"While the Chamber of Commerce was in the process of setting up a 'striped bass' contest with a weight goal, my husband, William E. Treas., signal maintainer at Needles, caught this 35½ lb. (42" in length) striper. He caught it near the Needles bridge.



"He hooked the fish on a silver Rebel lure and used a 25-lb. test line. The water was estimated at a depth of between 15 to 20 ft. at the point where the fish was landed. It was weighed on certified scales at both Claypool's Department Store and at the Santa Fe Depot. He also caught three other bass, a 12, 14 and 17 pounder. With Mr. Treas in the picture is the youngest of his four sons, James, age 5."

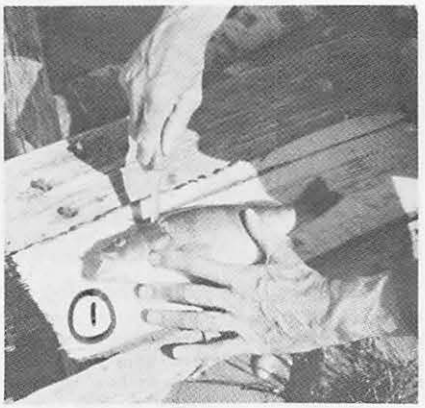
* * *

Chalk up a pair of chunky rainbow trout for Donald C. Foster of Goldendale, Washington, a member of Local 188, a 27½ and 28 incher from waters out of Spearfish.

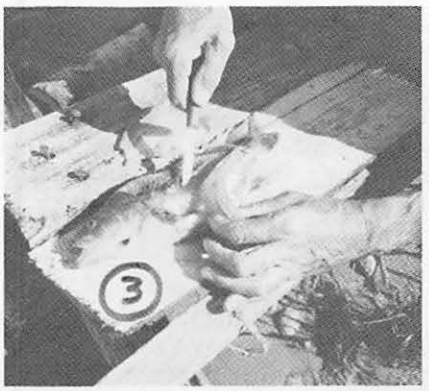
* * *

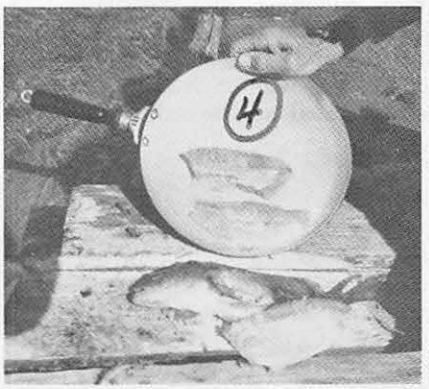
From time to time we've received letters requesting information on how to fillet fish, particularly freshwater spiny ray and saltwater specimens, all somewhat bonier than trout or salmon. In line with this I offer the following technique, using a typical specimen, a yellow perch, as an illustration. The actual filleting was done by fellow outdoor scribe, Ormal Sprungman of San Diego. The photographs are by your columnist.

No. 1. First consideration is to use a sharp knife, a paring knife is O.K. Insert knife at neck, just behind gill cover. Cut deep into flesh to backbone and continue cutting into flesh, back to the forward edge of the tail (caudal fin). Insert knife again at original starting place and cut downward toward belly, just below the side (pectoral) fin.



No. 2. Insert knife below pectoral fin and cut back toward tail. Do not enter body cavity. (Stomach and other entrails will be intact in body cavity when fillets have been carved from body of fish).





No. 3. Remove skin from fillet by grasping between thumb and forefinger and peeling it back toward tail. (Before pulling, cut shallow,

just under skin, to acquire thumb hold. Don't pull skin completely off to carcass. Now cut deep into meat, back to tail, hugging backbone with knife and pulling fillet away with left hand while cutting with knife in right hand. Repeat process on other side of fish.

No. 4. Ultimate result: Two sizeable fillets in pan, ready for frying. You may feel that you've lost a considerable amount of meat by cutting around the belly but, actually, you haven't; it's filled with tiny bones and the meat in the belly area is comparatively strong and fishy.

* * *

Still got fishing fever? How's your supply of lures? Low? O.K., we'll be happy to send you a pair of the illustrated KROCODILES. All that's required is a clear snapshot of a fishing or hunting scene—and a few words as to what the photo is about.

Send it to:

Fred Goetz, Dept. SJ
2833 S.E. 33rd Place
Portland, Oregon 97202

All members of the signal maintainers' union, the members of their families, and of course, retired members are eligible. Please mention your local number.

YOUR MONEY'S WORTH
by Sidney Margolius
CAN A REFRIGERATOR KILL?
ABANDONED OR UNUSED REFRIGERATORS AND FREEZERS WITH MECHANICAL LATCHES CAN BECOME KILLERS IF CHILDREN CRAWL IN AND BECOME TRAPPED. AT LEAST TEN CHILDREN LOST THEIR LIVES IN ONE RECENT TEN-WEEK PERIOD AFTER BECOMING TRAPPED, THE NATIONAL COMMISSION ON PRODUCT SAFETY REPORTS. UNLESS THE APPLIANCE HAS A MAGNETIC LATCH, REMOVE OR SECURE THE DOOR SO CHILDREN CAN'T CRAWL IN.
SMALL APPLIANCES
UNDER-WRITERS
LOOK FOR UNDERWRITERS (UL) LABEL WHEN BUYING SMALL APPLIANCES AND RADIOS TO MAKE SURE THEY HAVE BEEN INSPECTED FOR SHOCK AND OTHER HAZARDS. SOME CHEAP IMPORTED MODELS OF TABLE RADIOS AND ELECTRIC COOKERS DO NOT HAVE THE UL SEAL.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS.
UNION MADE
ILGWU

Live a Little Longer

Why alcoholics?

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copywrited by The Machinist and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

WHAT KIND OF PEOPLE become alcoholics?

There are several sides to the alcoholism problem. Is the idea that it is a form of sickness putting too much responsibility on the medical profession, which, according to some, is not prepared to deal with it adequately?

Dr. John L. Norris, Associate Medical Director of the Eastman Kodak Co. for many years, having had an unusual and extensive experience with alcoholics, has written a significant report in the Journal of Environment Health. He outlines what he believes is necessary if a practical understanding of the problem is to be had. He says that many physicians are uncomfortable with the concept that alcoholism is a disease. They avoid becoming involved with such cases if possible. Many hospitals do not wish to admit such cases. Acute alcoholism is, of course, treated temporarily. Dr. Norris writes:

"The label alcoholic is applied only after repeated episodes of unreasonable, uncontrolled drinking, in the face of, to us, obvious destructive behaviour. It is not a medical diagnosis. When the acute episode is over, so far as we can tell, these people are no different from anyone else. Why don't they drink as we do? We find it hard to accept the idea that alcohol itself, in small amounts, can affect one's thinking to the point of destroying control, yet the histories of several hundred patients at the New Haven and Hartford Clinics showed this to be so."

Multiple problems

The profession's confusion is further confounded by the variety of problems of alcoholics: the physiological, psychological, sociological and spiritual aspects are so enmeshed with each other that our attempts to define and classify have resulted in more confusion, not only amongst doctors, but in society as a whole. Even among psychiatrists, the picture is unclear, says Dr. Norris.

There are many theories as to causes, depending upon one's choice of a particular school of psychiatry. Ideas range from excessive feelings of inferiority, a striving for power, unconscious hostilities and guilt and other pathological emotional states, to the very interesting concept formulated by Dr. Karl Menninger that alcoholism is a self-destructive mechanism, fulfilling an unconscious need to destroy oneself. Yet none of these emotional states is diagnostic solely of the alcoholic personality. They occur in other mental illnesses as well.

Difference in people

There is much that we do not know from documented cases. What was the early life of those before they developed alcoholic problems? We do not have physical signs which distinguish those who can drink safely from those who cannot. If heredity is the cause, why do some members of a family have trouble with alcohol and others are normal social drinkers? Some people start to drink excessively from their first drink. Others drink moderately and only have trouble after considerable heavy drinking. Different people get into trouble in their own ways.

Dr. Norris concludes that we will continue to flounder until we establish a research institute of the highest possible quality, related to a major university. It should be of sufficient status to attract interest and cooperation of leading experts in all of the disciplines of medicine and behavioral sciences.

Although the number of farm workers has dropped from 14 million to 5 million since the beginning of the century, their productivity has increased greatly. Fifty years ago, the average farm worker produced enough food to feed seven or eight people, while today he produces enough for more than 40 individuals, according to the Labor Department.

YOUR WASHINGTON Reporter

By Richard J. Calistri

SENATORS AND CONGRESSmen found plenty of railroad legislation awaiting them after they returned from their summer vacation. Among bills, on top of the agenda, is one to reduce the 16-hour maximum work day on the nation's railroads — a work day which has been in effect for 62 years.

The Hours-of-Service bill unanimously reported out of the House Interstate Commerce Committee represents a major gain for railmen. As introduced by Rep. Harley O. Staggers (D., W.Va.), committee chairman, the legislation would lower the legal maximum hours of work to 14 after one year and to 12 after three years.

Another major change reduces or eliminates the "deadheading" time that can be excluded from the maximum. For example, time spent deadheading to a job, or from one job to another, will to a large extent be designated as time on duty and included in the maximum.

The bill also gives rail unions the legal right to negotiate on the hours of service issue in the future instead of waiting for Congress to change the law.

Al H. Chesser, chairman of the safety committee of the Railway Labor Executives' Association, hailed the bill as a "great accomplishment" for safety of all railroad workers.

The returning legislators also were expected to take action on preserving supplemental pensions for railmen, on railroad safety, and on other key measures.

* * *

Sen. Vance Hartke (D., Ind.), who is pressing strong new legislation on railroad safety, has also introduced a bill to provide for a federal subsidy to a railroad where the Interstate Commerce Commission has ordered a passenger train to be continued even though it is operated at a financial loss. Other lawmakers have submitted similar bills, in line with recommendations made by the ICC.

Hartke, chairman of the Senate Surface Transportation subcommittee, told the Senate that if railroad passenger service is to be preserved "it seems clear that some sort of governmental action or assistance is required." He said that his plan would do for the railroads what the government has already done in the way of subsidies for highways, airways, waterways, and the merchant marine.

Meanwhile, Rep. Brock Adams (D., Wash.) proposed legislation to set up and pay for a pool of new passenger cars to be leased to individual railroads or to regional agencies operating passenger service. The bill is called the Intercity Rail Passenger Service Act.

Explaining its purpose, Adams said that much of the current rail passenger fleet is about 20 years old and needs replacement. Only help from the government can do the job, he declared, because the rail industry is "starved for capital."

As Hartke did, Adams pointed out that billions of dollars are poured into other modes of transportation. His bill, he asserted, "will go a long way toward correcting the imbalance in our transportation subsidies."

* * *

President Nixon's plans for mass transit has stirred up a storm of controversy. As sent to Congress, his proposal calls for a $10 billion, 12-year program for rehabilitating mass transit, including commuter railroads, in the nation's major cities.

Many members of Congress and spokesmen for many of the cities involved assailed the program because it fails to provide assured financing through a trust fund. Instead, it would rely on the annual appropriations by Congress, a method which has proved erratic and unreliable in the past.

Organizations such as the National League of Cities, the U.S. Conference of Mayors and the American Transit Association declared that they will fight in Congress for a trust fund approach. The nation's interstate highway system is financed out of a trust fund established from auto excise taxes and the cities want a similar arrangement for mass transit.

A number of lawmakers, including Sen. Clifford Case (R., N.J.), have warned that the program would be in jeopardy if it depended on "the uncertainties of the congressional appropriation process."

* * *

Some 2,000 Chicago-area railmen on seven railroads will benefit from a new $1-million training program launched by the Railway Labor Executives' Association and the Association of American Railroads.

The project is designed to upgrade the basic education of eligible trainees so as to help them improve their job potentials. Training will consist mainly of language, communications and basic mathematics.

Under the grant made by the Department of Health, Education and Welfare, the 14-month pilot program will be conducted by the Board of Fundamental Education of Indianapolis, a non-profit organization chartered by Congress to help the educationally disadvantaged to help themselves.

Signing the recent agreement, RLEA Chairman G. E. Leighty declared that "it is a great pleasure for me to know that because of this program these men and women will be fitted with basic skills and knowledge that may help them get and hold better jobs. . . ."

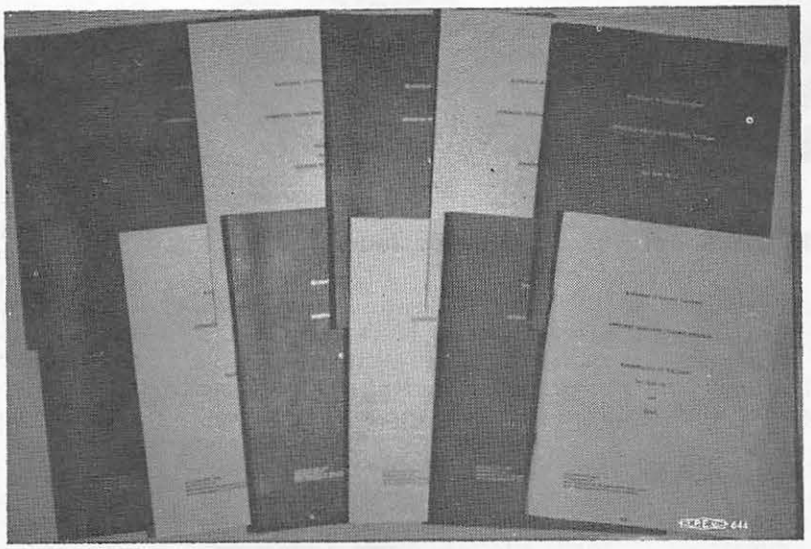
The seven railroads involved in the program are the Penn Central, Santa Fe, Burlington, C&O/B&O, Illinois Central, Indiana Harbor Belt and Chicago Belt.

* * *

A suit pressed by the International Association of Machinists against the National Mediation Board has resulted in a precedent-making decision by U.S. Judge Gerhard A. Gesell of the District of Columbia. He ruled that the NMB cannot in-

(Cont'd. on page 221)

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

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Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
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By SIDNEY MARGOLIUS, for The Signalman's Journal

Dr. James L. Goddard, former Food & Drug Commissioner, may not be working for the government any more. But he's still fighting to get lower prices and greater safety of drugs.

There now are some 5,000 drugs on the market, and actually some 21,000 drug products including different versions and combinations, Dr. Goddard points out. There also is increasing evidence that not all of these drugs and combinations may be really effective, and some may be merely duplicatory. Combination drugs have increased in recent years as a kind of shotgun approach to curing illness.

If you want to know the blunt truth, scientists believe that some of the drug combinations may actually expose patients to unnecessary risks. While others may be just ineffective, that's dangerous too.

You may have noticed, for example, that the FDA recently banned a number of combination drugs, including eight diuretics, which get rid of excess fluids, manufactured in combination with other drugs such as coated potassium. Scientists have found that potassium taken in fixed amounts as in combination drugs, instead of being tailored to individual needs, may cause other problems.

Previously the FDA banned a large number of drugs which combined penicillin with sulfa and streptomycin, and other antibiotic combinations. (The individual drugs are, of course, considered effective. It's the particular combinations that were found to be not medically sound.)

In fact, a review of nearly 3,000 drugs that came on the market before the Kefauver Drug Act of 1962, by the National Academy of Sciences and the National Research Council, has found that 7 percent are totally ineffective for the claims made. Some of the others were found to be "ineffective as a fixed combination."

Now Dr. Goddard wants Congress to take another brave step forward and make the FDA responsible for reducing the current huge number of drugs to a reasonable number.

This would save you money. The large number of drugs on the market, some useful, some duplicatory and some just ineffective or only partly effective, causes a great deal of money waste. The manufacturers spend millions to develop, introduce and market these often duplicatory drugs. Retail pharmacists must stock a large number of duplicatory brands.

This is one reason why often you must pay 40 cents for a capsule of medicine that may really cost only five cents to manufacture.

Just as important, as Dr. Goddard points out, this concept of "relative efficacy" would help develop more truly useful drugs. It would concentrate scarce scientific talent on more selective research. "We would not be subjected to the rash of 'me too' products which now abound," he says. "This in turn would, for all practical purposes, eliminate the false and misleading advertising which was a serious problem during my tenure as FDA Commissioner."

YOUR MONEY'S WORTH
by Sidney Margolius
FOOD COSTS
ADVERTISED SPECIAL
THIS YEAR ARE HIGHEST ON RECORD, ESPECIALLY FOR MEATS. STORES ALWAYS OFFER SOME SPECIALS TO GIVE THE ILLUSION OF PRICE COMPETITION. BUT BEAT THEM AT THEIR MERCHANDISING GAME BY PLANNING YOUR MEALS AROUND THE ADVERTISED SPECIALS, AND BY BUYING STORES' OWN BRANDS AND LARGER SIZES.
DOING YOUR OWN COOKING HELPS KEEP DOWN COSTS, TOO. EACH STEP IN PROCESSING PYRAMIDS COSTS, WITH STORES AND PROCESSORS MAKING THEIR HIGHEST PROFITS ON READY-TO-EAT AND SO-CALLED "CONVENIENCE" FOODS. YOU PAY A HIGH PRICE FOR SMALL CONVENIENCE.
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Another great value of weeding out not really useful drugs and requiring that new ones be truly effective, is that doctors would be better able to keep track of the useful ones.

What's also needed to help doctors, Dr. Goddard says, is a comprehensive drug compendium which would meet physicians' needs for information on drugs. Unfortunately, he points out, the drug industry is fighting proposals for such a compendium. Thus, Federal legislation may be necessary before it will become available to doctors.

The situation of duplicating of only partially-effective drugs is hard for you to control as an individual. You have to rely on what your doctor prescribes.

The 1962 Drug Amendments were a step in the right direction. For the first time the law says that drugs must be proven to be not only safe, but effective.

But the 1962 Amendments have done only a little to actually reduce prices. The burden is especially heavy on older and chronically-ill people. For example, one wife writes that her husband is completely disabled. He had to leave work at the age of 59. Medical costs in general have taken a heavy toll on the family. But now the main problem has become the high cost of the drugs the husband must take regularly to survive.

The couple has tried all the usual cost-cutting methods—buying through organizations by mail, buying in quantity from a local pharmacist at a reduced price. But still they cannot cope with the constant medicine costs on their meager income.

The Administration is feeling the pressure of such frequent situations and is beginning a study towards asking Congress to include out-of hospital drug costs under Medicare, as labor and other community organizations are urging. This is needed as an emergency move since drug expenses of people over 65 are usually three times higher than those of the population as a whole.

But our only hope for a useful solution for everybody, is for Congress and the Administration to brave the wrath of the drug industry by requiring proof of relative efficacy for both present and new drugs, as Dr. Goddard has recommended.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Hensslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

Fort Worth, Tex. 76102.
Winfred Hooper, Jr.
Hooper, Steves & Kerry
200 Fort Worth Club Bldg.
Tel. (817) ED5-9377.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. JA 6-1564 Area Code 713

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. HA 1-5411

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. 377-9481 Area Code 305

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. CA 7-7565 Area Code 513

Seattle, Washington 98104
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924 Arctic Bldg.
Tel. MAin 4-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. AMherst 4-0346

news from Canada

MAJOR POLICY CHANGES are going to be essential to attain the potentials outlined by the Economic Council of Canada in its latest review, Donald MacDonald, president of the Canadian Labour Congress, stated.

Mr. MacDonald drew attention to the Council's finding that conditions in the United States are an important factor in present inflationary tendencies in Canada. He said the report was strong reinforcement of the position taken previously by the Canadian Labour Congress that additional anti-inflationary measures which might seriously slow down the Canadian economy should be avoided.

"If the potentials the Council describes are achieved this could mean a substantial expansion of social and economic benefit to Canadians," Mr. MacDonald said. "This could be in the form of a large expansion in consumer spending, in public services, social capital and housing, and in bringing about a more equitable sharing in national prosperity for all Canadians. As the Council says, these potentials will not be achieved automatically, but will require substantial improvements in public and private policies that have a major bearing on the performance of the Canadian economy.

"We share the Council's concern with continuing high levels of unemployment and high prices and cost increases. These are unquestionably the two major economic problems confronting Canadians today. The Council points out that the current inflation is not the result of excessive demand pressures. The unemployment rate of close to five percent is evidence of some margin of slack. This anomaly of a high rate of unemployment, together with substantial price increases, can be attributed in significant part to price and cost pressures in the United States which have resulted from excessive demand there, aggravated by the Vietnam War.

"It is quite correct to say that until there is some easing of price and cost increases in the United States, Canadian policies to deal with domestic prices will be handicapped. We also agree with the Council that further fiscal and monetary restraint could result in higher rates of unemployment and economic slack while at the same time only marginally affect prices and costs.

"Serious attention should be given the Council's warning: '. . . tighter restraint in Canada this year is likely to have its main impact on the economy next year. And if excess demand pressures in the United States are brought under control by the latter part of 1969, the principal result of stringent demand policy restraints in Canada this year might well be seriously mistimed to push the economy into a poor economic performance.' "

In another address MacDonald suggested that giant international trade unions will be needed to protect workers' interests against giant international "conglomerate" businesses.

"In the face of the development of international conglomerates, the need for broad international trade unionism is today far greater than at any time in our history.

"If the interests of workers throughout the world are to be protected, this principle of international trade unionism will have to be much further extended."

Mr. MacDonald said the word "conglomerate" has come into everyday use to describe the rapidly growing practice of "octopus-like corporations with tentacles extending often to the most remote parts of the world."

He added: "Decisions vitally affecting workers and their families now are often made in board rooms thousands of miles away, by financiers who have never seen the plant where these people work and who, in any event, may be regarded as a relatively insignificant part of the conglomerate's operations."

There was much criticism of international unions in Canada but the critics "conveniently ignore the fact that the corporations for whom the trade union members work are becoming more and more international.

"The truth is that today a great many workers in both our countries don't really have any idea of exactly whom they are working for. Certainly they get their pay cheques from some specific company, but the ownership and the effective control of that company is often lost in a maze of corporate structures."

He said that about 70 percent of trade union members in Canada hold membership in international unions.

"In a number of industries, this is just plain common sense and, as far as the Canadian members are concerned, it provides far greater union strength than would otherwise be within their reach.

"But in our country we are now experiencing frequent attacks on the whole principle of international trade unionism.

"Employer groups and others sympathetic to them, including such people as newspaper editorial writers, are proving very free with their advice to Canadian workers, suggesting that they should have their own purely Canadian unions, instead of having an alliance with their brothers and sisters on this side of the border."

He said the Canadian Trade Union Movement has interests far broader than wages and collective

(Cont'd. on page 221)

Your Washington Reporter

(Cont'd. from page 216)

definitely "sit" on a railroad or airline dispute under the Railway Labor Act if no real progress is being made in mediation.

The ruling was handed down in a case brought by the IAM to force the board to proffer arbitration in the union's long stalemated lockout dispute with National Airlines. This would allow the IAM to reject the proffer and start the 30-day countdown period before it can legally strike.

Judge Gesell held that the board had abused its power by keeping the case in mediation over a period of many months without any real progress. IAM members on National have been locked-out since last January.

Judge Gesell ordered the board to end mediation and proffer arbitration. The board, acting through the Justice Department, immediately asked for a stay of the order which was denied. However, both the National Mediation Board and National Airlines took the case to a higher court where a temporary stay was granted.

News From Canada

(Cont'd. from page 220)

bargaining, and can justly take much of the credit for the implementation in Canada of Medicare—a health insurance plan covering everyone regardless of age, and not just a plan restricted to older citizens as exists in the United States.

The Canadian plan needed improvements, but at least the principle of universal medical care had been established "despite the most bitter opposition, particularly from medical and private insurance interests."

He also said Canada has a "most serious" housing situation and the trade union movement has urged the assembly of land suitable for housing under a public authority and the reduction of mortgage interest rates.

"You can go into one community after another and see beautiful new homes being built and fancy apartments rising across the skyline, but you have a hard time finding the kind of homes that the average worker can afford to buy. The average working family has been completely priced out of the market."

The CLC believed the best collective bargaining "is that which is carried out between the two parties without any government interference" but a Federal task force, after an intensive study of labour legislation, had recommended more, not less, government participation in Labour-Management relations."

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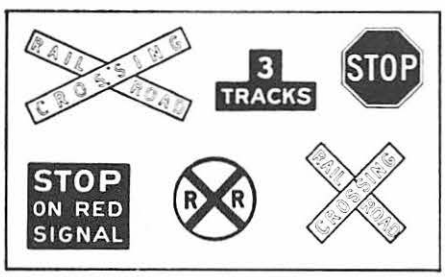

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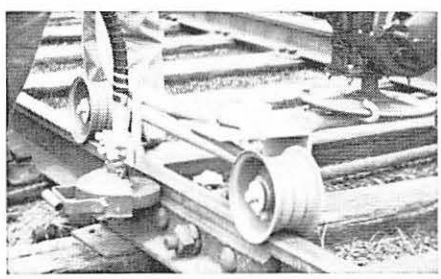

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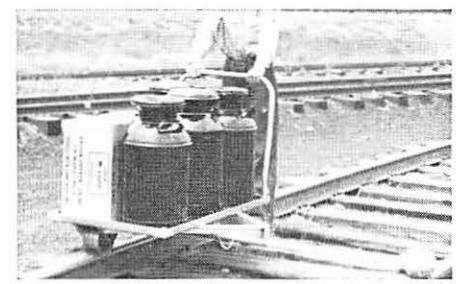

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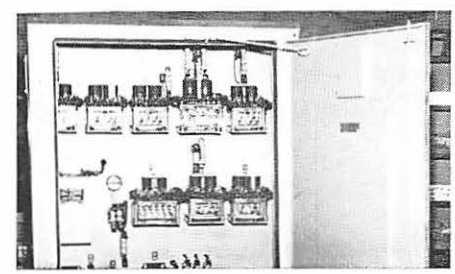

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LOCAL LODGE NEWS

By, for and about B. of R. S. members

Canadian General Committee Meets

The members of the Canadian General Grievance Committee met in Quebec City on August 20, 21 and 22 to plan improvements for our members in the coming year. The triennial meeting was chaired alternately by Grand Lodge Representatives H. A. Stockdale and A. N. Cotton.

The agenda for this meeting covered 92 items, an all-time high.

All areas of Canada were covered by 29 delegates and committee officers present. President C. J. Chamberlain and Secretary-Treasurer P. T. Drummond were in attendance along with Grand Lodge Representative H. A. Stockdale of Montreal, Grand Lodge Representative A. N. Cotton of Winnipeg and General Chairman C. R. Scott of Montreal.

A meeting of the Executive Committee was held on Tuesday, August 19, to cover the agenda items and prepare recommendations for presentation at the General Committee meeting.

Those present at this meeting were: H. A. Stockdale, A. N. Cotton, C. R. Scott, B. E. Reynolds, J. E. Platt, R. A. Nerden, J. M. Boisjoli, R. Mitchell, J. Cummings and D. McAlpine. President C. J. Chamberlain and Secretary-Treasurer P. T. Drummond were also present and assisted in the discussions.

Brother Stockdale opened the General Grievance Committee meeting on Wednesday welcoming all members. Because of the large number of new members present a short explanation was given on how the meetings are conducted and all members were introduced.

President Chamberlain was introduced, expressed his pleasure on being present and gave an inspiring talk on progress made in the recent past and plans for the future. He expressed his regrets on not being able to attend all meetings of the committee.

Brother Drummond stated he was happy to renew his acquaintanceship and also meet the new members. He gave a report on the financial condition of Grand Lodge and reported that he would be in attendance for the next few days and hoped to be of assistance.

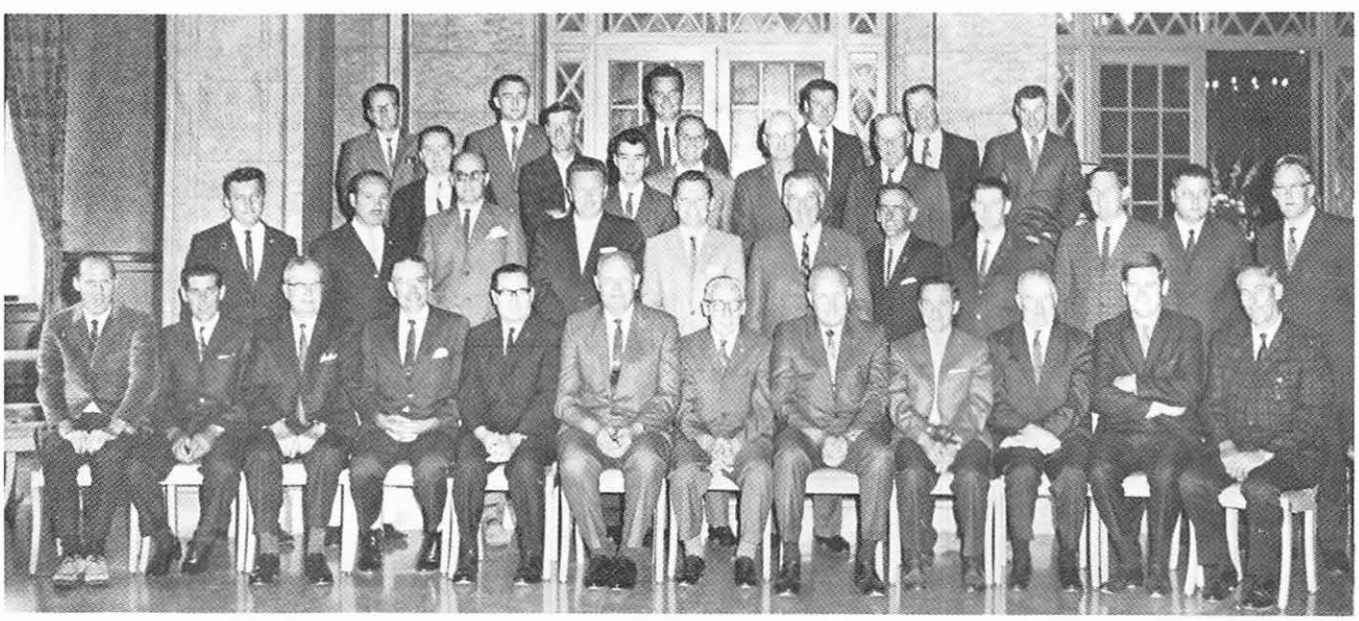
The officers' report was accepted. This report covered all officers' activities for the past three years.

The agenda covered items from increases in salaries to protective clothing for members required to do special work.

Monthly rated salaries were discussed with many recommendations for improvements. Work repairing damage caused by outside parties for which the railway is compensated should be paid for apart from the guarantee at the time and one-half rate. Because of the railway's failure to pay this type of work through claims, the general chairman should obtain this through negotiations. There was considerable discussion and all in attendance were given an opportunity to fully express their views.

Many locals asked to change the CNR agreement covering leading maintainers' and mechanics' rate. The Executive Committee dealt with the matter and recommended that all skill differentials be included in the basic wage rate.

Sick leave was covered in the agenda



The officers and members of the Canadian General Committee held their triennial meeting in Quebec City on August 20 to 22. The 29 delegates joined their officers in planning improvements for our members in the coming year.

and it was recommended the General Committee continue efforts to obtain sick leave for members.

Additional skill pay and a training program for members on the CPR was one of the many items on the agenda that was adopted.

Improvements in the annual vacation agreement was covered along with additional statutory holidays and bereavement leave.

The committee in deciding to send the minutes of the meeting to all members noted that it should be understood that all items on the agenda that are adopted, still must be negotiated with the railway before they become effective.

Representatives of the Mutual Life Insurance Company reviewed the policy and reported the Mutual is prepared to carry the policy at the $3.00 rate even though it has been in the red since the inception of the policy. Paid or pending claims to date total $250,000.

It was agreed that a ballot be sent to all participants in the policy in regard to increasing the insurance to $10,000. It was further agreed that 60 percent of all participants in the insurance must return ballots in favor of the increase in insurance before the increase will go into effect.

It was also agreed that the 82 men who opted not to take the insurance be given three months, from October, in which to exercise their right to join the policy, after which the right will be withdrawn.

Another item covered was making the pension plan negotiable and installing an escalator clause in the plan.

The Executive Committee recommended the General Committee take immediate steps to require the railways to provide signalmen who are required to work away from home free transportation and sleeping accommodations to their place of residence on weekends and compensation for travel time incurred.

It was also recommended that the committee continue its efforts to have free board provided to all signalmen required to live on gangs.

Brother Drummond chaired the meeting and conducted the election of officers. This meeting elected: H. A. Stockdale, General Chairman and Grand Lodge Representative at Montreal; A. N. Cotton, General Chairman and Grand Lodge Representative at Winnipeg; and C. R. Scott, General Chairman and General Secretary-Treasurer.

Other officers elected were: B. E. Reynolds, Assistant General Chairman, CNR East; J. E. Platt, Assistant General Chairman, CNR West; R. A. Nerden, Assistant General Chairman, CPR East; J. M. Boisjoli, Assistant General Chairman, CPR West; R. Mitchell, Assistant General Chairman, Ontario-Northland; D. McAlpine, Assistant General Chairman, Toronto, Hamilton and Buffalo; and, J. Cummings, Assistant General Chairman, Toronto Terminal.

The Board of Trustees elected were: J. McCormick, D. A. McManus and J. E. Dubois.

A revision of the by-laws to correct the language in some articles was adopted.

It was agreed that in March 1970 the general chairmen would send a mail ballot to all local chairmen on the subject of whether or not we should negotiate alone when the contract comes open.

The city of Calgary was selected as was the month of September for our 1972 General Committee meeting.

It was recorded in the minutes of this meeting that the members expressed their great appreciation for the work done by Brother and Mrs. McManus in providing excellent hospitality throughout our stay in Quebec.

Our meeting closed on Friday afternoon and was followed by a Supper Dance. There were 146 people in attendance and a wonderful time was had by all.

Local 205 held Open House ending a splendid evening. C. R. Scott

Boston & Maine

Boston, Mass. (120). The third quarter meeting was held in Boston on September 5 at the Hotel Madison.

The elections were completed and the elected brothers will be sworn in at the October 23 meeting in Boston and the November 7 meeting in Greenfield. M. Welterlen was re-elected as our General Chairman.

Our September meeting was very informative thanks to the visit of Grand Lodge Representative J. W. Walsh, Jr., to our lodge.

Financial Secretary D. A. Veilleux called attention to the fact that "any brother who is out of work through injury or sickness should immediately inform his local chairman or the financial secretary of the date the disability began and the date disability ends" also "all brothers should inform new prospective members to contact Brother Veilleux as soon as possible so that application forms could be sent on time. Name—Address—Date Started Work—are the essential items needed."

James Martin

Union Pacific

Pocatello, Idaho. (111). On June 28, a retirement dinner-party was held at the Royal Fork Restaurant, Pocatello, Idaho, for Signal Supervisor W. K. Wood and Assistant Signal Supervisor L. H. Tate.

Retirement pins were presented and a wonderful talk was given by Division Engineer C. W. Sowell. Then retirement gifts were presented by the dinner committee, fellow co-workers and friends.

Mr. Wood and Mr. Tate are very proud to have worked with such very wonderful people; also very proud of the beautiful retirement pins, corsages and flowers presented them. They wish to thank everyone very much who participated in any way. Their wives join in expressing their sincere appreciation for the expression of loyalty and friendship of their fellow workers.

The men of Local No. 111 would like to wish Mr. Wood and Mr. Tate many years of good health in which to enjoy their well-earned retirement.

These two men were paid-up members in their locals when they were advanced. Norman Hansen

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Rock Island

Silvis, Ill. (183). The regular meeting of Local 183 was held at the Ranch House Motel, Bureau, Illinois August 17 at 1 p.m.

The meeting was called to order by Acting Chief Signalman C. W. Peet. Even though it was the vacation period we had a good turnout with 14 members and General Chairman A. E. Ketterman present.

A motion was made to accept 9 new members. Motion seconded. Motion carried.

Motion was made to adopt new amendments to the by-laws to increase Local 183's dues $3.00 per quarter per member, making a total of $33.00 per quarter, as passed by the three other locals, to become effective the 4th quarter 1969. Motion was seconded and a vote was taken and defeated 9 to 5.

Motion was made that testmen and foremen be permitted to exercise displacement rights in their own class in accordance with the displacement agreement. Motion seconded and carried.

Motion was made that all employes on this railroad be removed from the seniority roster after six months quali-

fying period in an official position with the carrier. Motion seconded and carried unanimously. Secretary to notify other locals and request like action on said motion.

The meeting was adjourned at 4 p.m. The next meeting to be announced at a later date. V. A. DRURY

Great Northern

Atwater, Minn. (154). Mr. Fritz Ottoson, signal testman on the Mesabi Division, retired after 45 years service with the Great Northern.

Brother Ottoson was presented with a portable TV set and Gift Certificate by his fellow employes.

Fritz wishes to express his sincere THANK YOU to all.

Alvin F. Borgrud

Obituary

Vice President C. S. Chandler's Father Passes

Mr. R. B. (Bee) Chandler, father of Vice President, C. S. Chandler, passed away at the Caldwell County Hospital, Princeton, Kentucky on August 18 of an apparent heart attack. He was 80.

Mr. Chandler was a member of the Kuttawa Methodist Church; Juppa Lodge 167 of the Masons; Starlight Chapter No. 471 of the Order of the Eastern Star of Kentucky; and the Order of Railroad Telegraphers.

Bee Jack, as he was known throughout the area, was named Mr. Woodman of 1968 by Woodmen of the World Lodge 484 of Eddyville, Kentucky and Caldwell County Lodge 92. He had been active in the Woodman of the World for 40 years.

Mr. Chandler worked for the Illinois Central for 48 years, starting in the Bridge and Building Department and then transferring as a telegraph operator. He worked as a telegrapher, operator and leverman before retiring in 1958. After retiring from the railroad, he took a job with the Post Office Department at Eddyville, Kentucky. He retired for the second time on June 30, 1969.

Funeral services were held at the Eddyville Methodist Church on August 20. Interment was at Kuttawa Cemetery, Kuttawa, Kentucky.

Survivors include one son, Brother C. S. Chandler; one daughter, Mrs. George Little of Benton, Kentucky; three brothers, Bradley Chandler of Gary, Indiana; Bartley Chandler of Kuttawa, and Birchell Chandler of Benton.

The members of Grand Lodge join the many friends of Brother Chandler in expressing sincere sympathy to him and the other surviving members of the family. ED.

Joseph A. Reif, retired member of Local 32, Chicago and Western Indiana, passed away September 17. He was 68.

Brother Reif started his signal career in 1940 as a signalman. At the time of his retirement, August 31, 1966, he was Foreman of Gang No. 3 Maintenance South.

Brother Reif was general chairman on the Chicago and Western Indiana for several years.

The officers and members of Local 32 extend deepest sympathy to his wife and members of his family.

ED. RICKERT

Ira Marcott, retired member of Local 174, Chicago and Eastern Illinois Railroad, passed away in September. He was 70.

Brother Marcott was a signal maintainer at Momence, Illinois at the time of his retirement on November 30, 1963, after having completed 41 years of service. He was an uncle of General Chairman M. Morrison.

He is survived by his wife, Bessie; a daughter, Mrs. Geraldine Fortin of Kankakee; brothers, Harold of Effingham and Fenton of Watseka; sisters, Mrs. Ethel Messmore and Mrs. Doris Beaver, both of Hoopeston and Mrs. Verna Tibbits of Birmingham, Mich.

The officers and members of Local 174 extend their deepest sympathy to his wife and members of his family.

ED.

Elmer Fox, member of Local No. 94, Akron Division Seniority District, B&O Railroad, passed away as the result of a heart attack while vacationing at Houghton Lake, Mich., August 12. He was 61.

Brother Fox was an active and longtime member of Local No. 94, having served as local committeeman. He commenced service with the B&O Signal Department in September 1936, after prior service in the Track Department. He worked through the ranks to a position of signal inspector in 1964. He was a knowledgeable and hard worker for both the company and our brotherhood and will be sorely missed by his many friends.

The officers and members of Local No. 94 express their deep and sincere sympathy to his wife and family.

H. C. GUSCOTT

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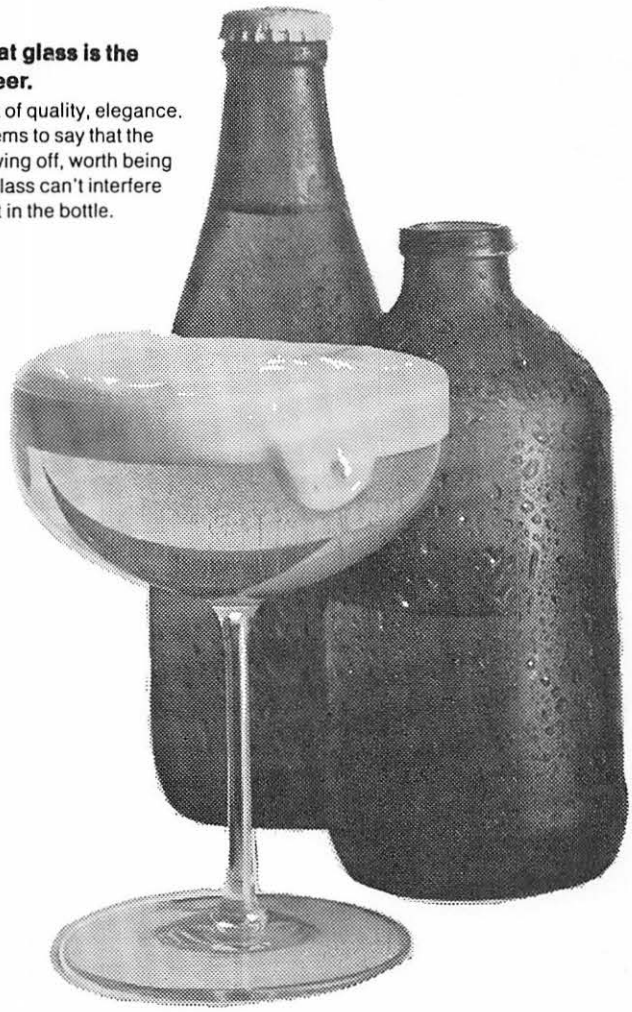

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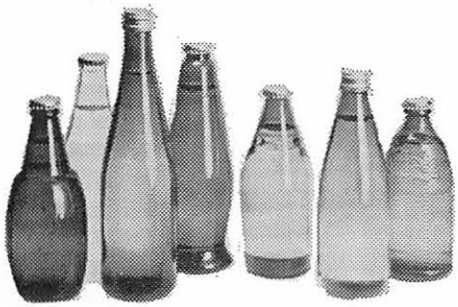

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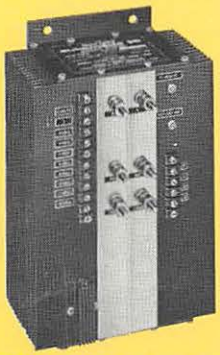

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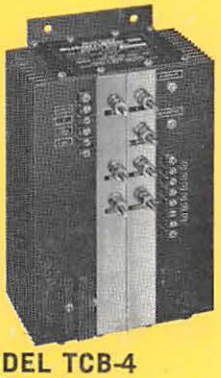

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